



Hongkong Daily Press.

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There is no treasure in the world of such value as your eyesight. Treasure it: keep your eyes strong and free from strain by using

CORRECT EYEWEAR.

N. LAZARUS.
OPHTHALMIC OPTICIAN.
25, Queen's Road, HONGKONG.
Prescriptions accurately filled.

ESTABLISHED 1857. Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 19,110. 號千零百一千九萬一第 日三初月七閏年未己 HONGKONG, WEDNESDAY, AUGUST 27TH, 1919. 叁拜禮 號柒廿月八年捌國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Bags 275 lbs. net.
In Bags 550 lbs. net.
SHEWAN, TOMES & CO.,
General Managers. [80]

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12, 16 and 20 bore. Loaded
with E. O. Powder, a powder
which gives universal satisfaction.

**THE HONGKONG RIFLING ARMS
AND AMMUNITION STORE,**
Nos. 5-6, Beaconsfield Arcade. [77]

A LING & CO.
19, QUEEN'S ROAD CENTRAL,
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STORE.**
GLASS, EMBROID, SILK-BOARD AND
MIRROR, MARBLE IN VARIOUS SHADES.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Goods of Every Description
in Stock.
DEVELOPING, PRINTING AND ENLARGING
UNDER TAKEN.
TELEPHONE 1219. [78]

**PEAK TRAMWAY COMPANY,
LIMITED.**

TIME-TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " to 9.30 " "	" " " "
9.30 " to 11.00 " "	" " " "
11.00 " to 11.45 p.m.	" " " "
11.45 p.m. to 1.00 p.m.	" " " "
1.00 p.m. to 5.30 " "	" " " "
5.30 " to 6.30 " "	" " " "
6.30 " to 8.00 " "	" " " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.30 p.m.
9.30 p.m. to 11.30 p.m. Every 20 minutes
11.45 p.m.

SATURDAY.
Extra Car - 11.00 Midnight.
SUNDAY.

7.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 " to 11.00 " "	" " " "
11.00 " to 11.30 " "	" " " "
11.30 " to 12.00 noon	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 5.30 " "	" " " "
5.30 " to 6.30 " "	" " " "
6.30 " to 8.00 " "	" " " "

NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Build-
ings, Des Voeux Road Central.
Season and punch tickets available for
all cars not being full running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained
on application at the Company's Office.
No season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Compro Order
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers. [79]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.
On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice!

DOWN TRAINS.

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through
CANTON (Tai Sha Tau)	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30
SHUN CHAU	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40
Shanghai	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50
Yanai	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00
Taipei	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10
Shanghai	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20
Yanai	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30
Shanghai	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40
Yanai	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50
Shanghai	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00
Yanai	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10
Shanghai	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20
Yanai	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30
Shanghai	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40
Yanai	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50
Shanghai	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00
Yanai	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10
Shanghai	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20
Yanai	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30
Shanghai	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40
Yanai	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50
Shanghai	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00

UP TRAINS.

Stations	No. 9 Local	No. 10 Through	No. 11 Local	No. 12 Through	No. 13 Local	No. 14 Through	No. 15 Local	No. 16 Through
SHUN CHAU	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30
Shanghai	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40
Yanai	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50
Taipei	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00
Shanghai	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10
Yanai	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20
Shanghai	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30
Yanai	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40
Shanghai	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50
Yanai	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00
Shanghai	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10
Yanai	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20
Shanghai	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30
Yanai	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40
Shanghai	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50
Yanai	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00
Shanghai	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10
Yanai	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20
Shanghai	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30
Yanai	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40
Shanghai	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50
Yanai	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00

NOTICE TO PASSENGERS.
The Railway Administration does not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

Stations	No. 17 Local	No. 18 Through	No. 19 Local	No. 20 Through	No. 21 Local	No. 22 Through
FAH LING	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30
FAH LING	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40
FAH LING	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50
FAH LING	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00
FAH LING	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10
FAH LING	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20
FAH LING	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30
FAH LING	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40
FAH LING	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50
FAH LING	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00
FAH LING	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10
FAH LING	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20
FAH LING	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30
FAH LING	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40
FAH LING	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50
FAH LING	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00
FAH LING	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10
FAH LING	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20
FAH LING	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30
FAH LING	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40
FAH LING	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50
FAH LING	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.
Established 1826. Incorporated in Great Britain.
Total Assets exceed £18,000,000.
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HONGKONG BRANCH.
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[76]

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.
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4, Des Voeux Road, Central.
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[76]

KAISER WORKS.
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Length on Keel Blocks ... 510 feet. 250 feet. 714 feet.
Width of Entrance on bottom ... 77 " 53 " 34 "
Water on Blocks at Spring Tide ... 86 " 24 " 34 "
PATENT SLIP - Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 80 and 40 tons each, besides 150 tons Giant Crane.

KOBE WORKS.
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1. 7,000 tons. No. 2. 15,000 tons. No. 3. 18,000 tons.
Max. Length of Ship taken ... 480 feet. 580 feet. 470 feet.
Max. Breadth of Ship taken ... 66 " 88 " 98 "
Max. Draft of Ship taken ... 32 " 38 " 30 "
Floating Crane of 40 tons weight, besides 100 Tired Cranes.

HIKOSHIMA WORKS (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMOSHIMA.
GRAVING DOCK.
Length on Keel Blocks ... 363 feet 0 inch.
Breadth at Entrance on bottom ... 56 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 0 "
Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt
execution of work and to suit the convenience of customers.
Any Order will be promptly attended to and Estimate sent on application. [83]

KAIPING COAL
FOR ALL
INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY
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TIENTSIN, NORTH CHINA.

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STEAMERS.**

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STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

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Sailings - To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

**SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.**
Sailings - a. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)
a. "SUI TAI" to Macao daily at 4 p.m. (Sundays excepted).
a. "SUI AN" from Macao daily at 5 p.m. (Sundays 4 p.m.)
a. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays excepted).
On and after August 8th Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong. [59]

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1914, by Field-Marshal Viscount French of Ypres with a
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\$10.00

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1/8 to 3/8	...	\$3.00
3/8 to 4/8	...	\$2.00
4/8 to 5/8	...	\$2.00
5/8 to 6/8	...	\$2.00
6/8 to 7/8	...	\$2.00

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ONE PINT BOTTLE \$1.50
HALF PINT BOTTLE .80

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at 50 cents per set of
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P.O. Box 630. [73]

WAI KEE
FLAG AND SAILMAKER.
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Top Floor,
HONGKONG.
TELEPHONE No. 1832. [78]

DAIRY FARM NEWS
KIPPERS KIPPERS
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A New Shipment direct from
Scotland
65 cents per lb. [75]

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HOTEL CO.,**

Operating -
THE HONGKONG HOTEL.
The leading Hotel in the Far East.
THE REPULSE BAY HOTEL.
(Opening in the Summer of 1919).
The coming Sea-side resort of South China.
THE HOTEL MANSIONS.
(Office premises).
The headquarters of the Canadian Pacific
Ocean Services and the leading
American Business concerns.

THE HOTEL COMPANY have recently
extended their cold storage plant and
instituted motor transportation, are special-
izing in outside catering such as banquets,
dances, picnics, etc., and are prepared to
supply all necessary equipment, decorations,
furnishings, etc.

Quotations may be obtained on application
at the Hotel Main Office, or representative
will call on communicating with
TELEPHONE No. 423 CATERING DEPARTMENT
TELEPHONE No. 1873 Manager.
J. H. TAGGART,
Manager. [14]

**KING EDWARD
HOTEL.**

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNDRY MEETS ALL STEAMERS
Telephone No. 373.
Tel. Address: "VICTORIA."
J. WITCHELL,
Manager. [15]

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PEAK HOTEL.**

1,500 feet above sea level.
15 minutes from landing stage.
Under the Management of
MRS. BLAIR.

**THE
VICTORIA HOTEL.**

CANTON.

Situated on the British Concession,
Shameen.
The only European Hotel in
Canton.
Guides and Chairs provided.
Every information and special
attention given to Tourists.
Reasonable Rates.
Under the personal Management
of Mr. and Mrs. Geo. E. Eyles.
[72]

**MITSUBISHI SHOJI
KAISHA, LTD.**
(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS
AND EXPORTS.

Sole Proprietors of
TAKASHIMA, OCHI, MUTABE,
KISHIDAKE, YOSHINOYAMA, HOJO,
NAMAZUTA, SAYO, SHINNEW,
KANADA, KANTYAMADA, BIBAI,
OTUBARI Coal Mines.

MOUTRIE'S PIANOS

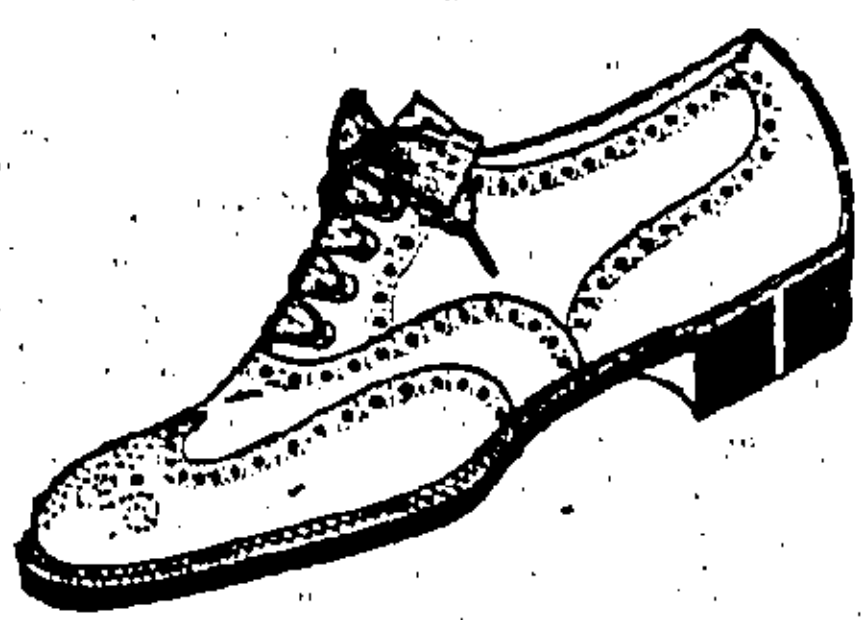
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FROM

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Per MONTH.

TUNING AND REGULAR ATTENTION
INCLUSIVE.



Here is a shoe which is built for solid comfort. Every part of it is made of finest materials; it fits, wears and looks well and will ensure perfect foot comfort to the man who wears it.

Stocked in a light weight for ordinary wear, also a heavy weight for Golf or walking.

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Men's Wear Specialists,

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CIGARETTES

The Real Burley Cigarette

IT'S TOASTED.

An entirely New principle in

Cigarette Manufacture.

SOLE AGENTS

THE HONGKONG CIGAR STORE

CO., LTD.

Hotel Mansions.

Tel. 151.

CORONET

TO-NIGHT

at 5.15 and 9.15 p.m.

"HEARTS OF THE WORLD."

Booking at MOUTRIE'S.

THE NEW CHINA SQUADRON.

LAUNCHING OF H.M.S.
"CAPETOWN."

At the works of Messrs. Cammell, Laird & Co., at Birkenhead, recently, the light cruiser *Capetown* was launched, the naming ceremony being performed by Mrs. Walter Long, widow of the late Col. Walter Long, D.S.O., and daughter-in-law of the First Lord of the Admiralty.

After the ceremony, Sir George Carter expressed a desire to see peace signed between Capital and Labour to ensure the country's industrial future. The two million tons of shipping expected this year could not now be turned out, one cause being Labour unrest. He believed in organized Labour, but unorganized strikes were dangerous. There was a great deficiency of skilled men, but thousands of unskilled men who could not be employed on account of rules. The times were such that if the unions could not employ their men, they should allow them to be employed. Was it not possible for the men federated to fight employers to federate to fight their own class? If temporary measures were adopted by the unions, thousands of men now walking the streets could be placed in employment.

The *Capetown* is the last of a series of light cruisers built by Cammell, Laird, and Co. to Admiralty designs. She is of the *Arcton* and *Calliope* type, but is larger and more powerful than either of these, having a displacement of 1,100 tons, a horsepower of about 40,000, and a speed of about 30 knots. The armament consists of five 6-in. guns, all on the centre-line, and two 3-in. anti-aircraft guns, also eight torpedo tubes. The vessel is 450 feet long, has a beam of 43 feet, and the sides are protected with three inches of armour, while the latest appliances are fitted for gun control and sighting, torpedo firing, and navigation.

The first of this class to be turned out from the Birkenhead works was H.M.S. *Caroline*, which was fully completed in ten months from the laying of the keel—a remarkable achievement, in recognition of which the firm received a special letter of thanks from the Admiralty for this work place in 1914, when naval units were of paramount importance. Further vessels of this type followed, viz., *Castor*, and *Constance*, and the *Capetown*, while the heavier cruisers *Hibernia* and *Upholder*, building for the Greek Government, were finished at express speed for the British Navy.

The machinery of the *Capetown* is of the twin-screw single-engine turbine type, each engine being composed of one set of Parsons compound turbines, driving the propeller shaft through the main gearing. A cruising turbine is also fitted on one side of the vessel and geared on to the H.P. turbine shaft for economical running at low speeds. The boilers are of the Cammell-Laird water-tube type fitted for burning oil fuel. The whole of the machinery, with the exception of the auxiliaries, has been manufactured at the works at Birkenhead, and all the turbine forgings and shafting were made at the firm's works at Sheffield. The machinery is fitted with Mitchell thrust blocks, which have proved extremely reliable in vessels of the type previously constructed at Birkenhead.

H.M.S. "CAIRO."

The light cruiser *Cairo*, which is to be the flagship of Rear-Admiral G. H. Barrett, on the China Station, is now being completed at Cammell, Laird & Co.'s works.

THE IMPROVEMENT OF SILK.

GOOD WORK BY NEW
ASSOCIATION.

The following is a *resumé* of the report by Mr. Vail submitted to the Committee of the International Commission for the Improvement of Sericulture in China, on work done in the 1910 cocoon season:

Silkworm rearing and seeds production was done for the Committee in our establishments in Shanghai, Hengshing, Changhsien (Shaoching), Soochow, Tinpeitang (Wushu) and at the Kashing Orphan Asylum. The Nanking University's Institute of Agriculture and Forestry undertook also the same work.

In 1918 we had bought 132 piculs of cocoons, 79 piculs were kept for seed production and gave 771,600 layings, which, after selection, averaging 75 per cent. of sick butterflies yielded 2,360 boxes of 1 Chinese oz. or 1,150 Chinese oz.

The selected seeds that we distributed this year gave satisfaction everywhere, as various letters go to prove. However, the Wushu Cocoon Guild informed us that the farmers prefer to have seeds on paper or cartons rather than in boxes. It will be possible to comply with their wishes, without changing our present methods of seeds production.

Farmers complain that worms coming from our seeds consume too many mulberry leaves. It is impossible to obtain a good cocoon crop and good cocoons with worms which eat little. Many cocoon buyers paid \$5 more for every picul of cocoons coming from selected seeds. This higher price and a large yield in weight of cocoons should amply repay farmers if the price of mulberry leaves be normal. Unfortunately the farmers have the bad habit of hatching a quantity of seeds three or four times greater than the one corresponding to the amount of leaves they have at their disposal, discounting a great mortality in the worms. If, for example, this mortality is only 50 per cent., during the last days leaves will be scarce and, as this year, their price goes up to \$5 and \$6 per picul. At this price, even if cocoons were sold at double the price, farmers would have no profit.

Farmers should, therefore, be warned that using our selected seeds, they must not anticipate such a death rate, and they must not hatch more seeds than they have mulberry leaves for. On the other hand, we must encourage, by all means, new plantations of mulberry trees, and preserving of existing ones so as to have the production of mulberry leaves increased to its maximum.

(Continued at foot of next column.)

HONGKONG UNIVERSITY.

NUMEROUS ADDITIONS TO THE
STAFF.

We understand that every effort is being made now to bring the staff of the Hong Kong University up to the number required to maintain the standard of education aimed at when the University was established. Indirectly, the war made serious inroads on the staff, but the staff which the University will have in the near future will be far bigger, both in numbers and in educational qualifications, than at any period of its existence. The new session will, therefore, mark a new step in education in Hongkong.

The London Committee of the University have selected eleven new members for the staff, and these will leave Home for Hongkong as soon as possible. The Senate has postponed the commencement of the next session till September 20th in the hope that the new men will be in the Colony by then, but, if shipping difficulties do not allow of their arrival by that date, the part-time lecturers who have been filling the breaches will again be called upon. Neither the names of the new men nor their qualifications are known in Hongkong, for, to save "time," the usual practice of referring the applications to Hongkong was not followed on this occasion.

The new appointments which have been made in London are Professor of Physics, Professor of Pathology, Professor of Chemistry, Professor of Education, Lecturer in Political Economy, two Lecturers in Mechanical Engineering, Lecturer in English, Lecturer in Electrical Engineering, Lecturer in History, and Tutor in English. The chairs of Pathology, Chemistry and Education are new. Hitherto there have been only lecturer-ships in these subjects—the late Dr. MacFarlane in Pathology, Mr. A. C. Frank in Chemistry, and Mr. F. M. H. Holman in Education. The chair for Physics has been vacant some time, and Professor Warren acted temporarily. Professor Hinton, who was Lecturer in Political Economy before he went to Siberia, is at present in England on leave. When he comes back to Hongkong in March he will be Professor of Political Economy.

The Lecturer in Political Economy and the two new Lecturers in Mechanical Engineering are additions to the present staff in these subjects. The Lecturer on Electrical Engineering is a new appointment. The Lecturer in History is intended to fill the place rendered vacant by the resignation of Mr. W. P. C. Trafford, B.A., who leaves the Colony next month but will return later to Messrs. Hastings, Lodge & Co. The Tutor in English will fill the place taken voluntarily by Mr. R. A. Ponsbury Fane, who has left the Colony.

Besides these eleven appointments, the London Committee are selecting four Lecturers in Biology, Mathematics, Political Science and Education, and another Tutor in English. These latter are expected in the Colony about December.

Professor Digby, Professor of Clinical Surgery, is on his way back to Hongkong. Professor Hilderton Smith, Dean of the Faculty of Engineering, is expected to return early next year. Mr. F. M. H. Holman, Lecturer in English, is likely to resign very soon.

There is nothing definite as to the appointment of a Vice-Chancellor to succeed Sir Charles Elliot. In reality, Sir Charles Elliot still occupies the post and is drawing the salary attaching to it. It is stated that he has no intention whatever of resigning, and that it is not unlikely that, having been only lent to the Diplomatic Service, he may revert to the University some time next year.

Dr. G. R. Jordan, the pro-Vice-Chancellor, is going on leave early next year, so it will be necessary to appoint someone to succeed him.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:

Typhoon near or over Formosa, moving N.W.
Typhoon S. of Guam, direction unknown.

11.30 a.m., August 26th.
Typhoon in about 141deg. Long. E. and 13deg. Lat. N., moving W.N.W.

CHINESE GODOWN AT WEST POINT BROKEN INTO.

The manager of a Chinese godown at West Point complained to the Police on Sunday that his godown had been broken into and 71 piculs of rice stolen. The Police kept watch and noticed two men loitering about the premises. As soon as three men espied the Police they attempted to run away. They were chased and arrested, and when searched, two knives, some string and two mat bags were found in their possession.

At the Magistracy yesterday, the prisoners were sentenced to twelve weeks' hard labour for being found on the godown premises for an unlawful purpose.

The Government should specially keep this question in view by according premiums to the owners of well kept mulberry trees or by abolishing taxes for some years on newly planted mulberry tree orchards.

This year we bought or gathered in 85 piculs of cocoons and kept for seed production 60 piculs which yielded 802,000 layings of cocoons, according to trials made, it is expected that approximately 70 per cent. are infected.

THE CHARTER PARTY CASE.

FULL JUDGMENT OF THE CHIEF
JUSTICE.

In the Supreme Court, on Wednesday, the Chief Justice (Sir William, Rees Davies, K.C.) delivered the following interesting judgment for the plaintiff (on the issue), with costs, in the action in which he had to decide whether, or no, Tsong Yue, a ship-owner, of Shanghai, was bound to take delivery, in Hongkong, on December 27th, 1918, of the s.s. *Castlefield*, in accordance with the terms of a charter-party entered into between the parties, Messrs. Moller & Co., Shanghai, and Tsong Yue, dated Shanghai, September 26th, 1918.

Mr. Eldon Potter (instructed by Mr. W. E. L. Shenton) appeared for the plaintiffs (the Attorney-General of Hongkong) and the *Castlefield* Steamship Co., and the Hon. Mr. H. E. Pollock, K.C., and the Hon. Mr. C. G. Alabaster O.B.E. (instructed by Mr. G. A. Hastings), appeared for the defendant.

The full judgment was as follows:

I have given fullest consideration to the very able argument addressed to me by Mr. Pollock in a case which I regard from his client's point of view as of insurmountable difficulty.

Two things are clear from the correspondence—that the original dates in the charter-party for delivery were entirely ignored by consent of both parties; and that up to the letter of December 12th, the charterer was anxious to obtain delivery in the ship's delivery until a much later date than the delivery dates in the charter-party. Mr. Thams' letter of November 28th asks them to do their utmost to try and arrange postponement until end of December, if possible—middle January.

The letter also states that any possible delay by accident should not entitle the charterer to refuse to take delivery provided "the delay does not exceed what is reasonable, say 2 or 3 months." Moller (Shanghai) letter of November 19th, after stating that the Hongkong office have done their utmost to grant a further extension of later delivery, states that the ship should be ready about 6th-12th December "about the above date."

This is followed by Thams' letter of November 29th proposing "a cancellation of the charter," and asking that the Shipping Controller be approached as to compensation in respect of it. Moller (Shanghai) letter of 2nd December forwards a cable from the Hongkong office saying they can probably postpone "until second half of December." On the following day Thams writes on behalf of the defendant thanking Moller for endeavouring to postpone delivery until the end of that month, December, and again proposing cancellation. Moller replies on December 4th refusing cancellation and saying the steamer will be ready "during some time in the second half of December." Then there is the letter from Moller (Shanghai) of 11th December enclosing telegram from Hongkong office "expect able give definite date delivery to-morrow." Then follows the letter December 16th from Moller (Shanghai) informing Thams of advice from Hongkong that the ship will be due for delivery at Hongkong "on or about the 18th instant," and asking for names of Hongkong agents "so that we can give them early notice and definite delivery as soon as she is ready." Thams' letter of acknowledgment of even date (December 12th) notes that the steamer will be delivered "on or about the 18th instant." Thams' further letter of December 16th gives the names of the Hongkong agents "who will take delivery of the steamer when ready." Then follows the letter of December 17th from Moller (Shanghai) stating that the Hongkong office, after consultation with Ray and Falconer (defendant's agents in Hongkong for taking delivery) states that they are doing their best to delay delivery towards "the end of the month."

Now up to this time the correspondence shows beyond doubt that the plaintiffs were acting entirely in accordance with defendant's wishes in postponing the delivery until a later date. Then comes the letter of December 19th. [Court reads the letter.] This letter defendant says was drafted by his solicitor whom he had consulted after receipt of the letter of 17th December. I may state that there is evidence that sub-charterers had in fact been effected. The letter of December 19th is repudiated in a long explanatory letter of December 20th, and delivery of the vessel was offered by plaintiffs on December 27th and refused.

Now the question is was the defendant bound to take delivery on December 27th or was the date—the 18th December—the cancelling date, i.e. the date which enabled the defendant to cancel the charter?

I have avoided attributing any ulterior motive to either party, and I decide the case on the facts as I find them. There must be judgment for the plaintiffs on the issue with costs. Liberty to apply.

Now, the correspondence was conducted by shipping men who are familiar with the customs appertaining to ship's charters, and I have no doubt that a jury would arrive at the conclusion on the correspondence itself to which I have referred that it was not the intention of the plaintiffs to fix the 18th December as the cancelling date and that the letter of December 12th in fact confirms it. But apart from the correspondence the evidence is strongly in the plaintiff's favour. I may observe that the Court is always at a disadvantage in not hearing and seeing the witnesses, as in the case when most of the evidence is taken on commission. I do not think it necessary to go into it at length but it is admitted by Thams that he, several times, at Moller's office, was trying to get postponement of delivery. "His evidence as to the attendance at Moller's office is largely negative and unsatisfactory and I accept Moller's evidence—which I must point out is largely confirmed by the correspondence—that Thams on 3rd December asked for a postponement to the end of December at the earliest.

As to the interview at Moller's office on the 13th and 14th December Thams denies that he went there "as far as his memory goes." Now he had just received what he professes to regard as the crucial letter of December 12th and Moller swears that Thams then asked him to put the delivery off. I am at a loss to understand therefore why under the circumstances Thams cannot swear positively in the matter. Then comes the evidence of Orton and Barretto stating that Thams called at Moller's office on 16th when Moller was away, to which Thams replies that he "cannot recollect whether the statements are correct or not," and then on the interview of 17th December Moller alleges that Thams came to his office and asked him to see "if we could keep the delivery going to the end of the month."

In so far as an interview took place on the 17th it is corroborated by Orton, and by Barretto, who swears to the interview, and further he swears that Thams spoke to Moller about withholding the delivery of the *Castlefield*. Thams' reply is "I do not remember coming to Moller's office on 17th," deny that I asked for a postponement. The interview of the 17th December is also corroborated by the witness Hultzen who speaks to overbearing the conversation "it was about the postponement of delivery of the *Castlefield* and that Moller's answer was that he would do his best to delay the date further." In the face of Thams' negative and unsatisfactory evidence, I must accept the plaintiffs' evidence and it proves that Thams on this date, 5 days after the receipt of the letter of December 12th, was asking for the delivery to be kept open until the end of the month. If the letter of the 12th December was regarded as the final or cancelling date in the mind of himself and Tsong Yue there was not any mention of it according to Moller's evidence. On the contrary Thams was still pressing for further delay, and a jury, I am satisfied, could not fail to hold that the subsequent postponement in Moller's letter of December 17th was in fact fully justified.

This conclusion, which is a finding of fact, as I think sufficient to dispose of the case, but I may add that on the evidence of the expert witnesses I should hold that this date 18th December in the letter of 12th December was a warning date and not a cancelling date. No cancelling date is in fact specified in the charter party, the time for delivery is stated to be from the second half of October to end of November, but this date was ignored, as I have pointed out, by the consent of both parties, and I have already expressed a decided opinion that it was not the intention of the parties to create the 18th December as the date which was a condition precedent to the charter.

As to when the cancelling date arose there is some difference of opinion. A possible conclusion on the evidence is that when once the contract time in the Charter party is passed there is no cancelling date at all. All the plaintiffs' witnesses however state that a warning notice is always given to the charterer and that the final or cancelling notice depends on the circumstances of every case, e.g., repairs of labour, etc., and that definite notice cannot be given until the ship is ready to load. Furthermore there is considerable difference of opinion in the evidence of witnesses on both sides as to the meaning of the words "on or about," but here again I arrive at the conclusion that the phrase is indefinite and depends on the terms of each particular charter.

It is unnecessary to go in detail into the evidence of the expert witness. From it I arrive beyond doubt at the conclusion that the terms of the letter of 12th December can only be regarded in the light of a warning notice, and that having regard to the fact that the ship was undergoing repairs, delivery on 27th December was not unreasonable, and also having regard to the defendant's attitude in the transaction it would certainly have not justified cancellation of the charter.

It was strongly urged by Mr. Pollock that the telegrams between the defendant's agents in Shanghai and Hongkong as to the sub-charter demonstrate his *bona fide* belief that the letter of 12th December fixed the cancelling date. I think it is unnecessary to challenge the *bona fides* of the defendant, but I arrive without doubt at the conclusion that having regard to the position taken up by him and his agent Thams it was most imprudent to fix a sub-charter with a cancelling date at Haiphong on 24th December. In fact he was not justified in doing so without further communication with the plaintiffs upon it.

I have avoided attributing any ulterior motive to either party, and I decide the case on the facts as I find them. There must be judgment for the plaintiffs on the issue with costs. Liberty to apply.

RANDOM REFLECTIONS.

It is strange that the recent statement by the Manager or Sub-Manager that it was the duty of the Hongkong Hotel to cater for visitors, rather than for residents, has not aroused comment. The problem of providing sufficient housing accommodation in Hongkong has been discussed for months past, and, presumably, is satisfied that the need is indisputable and that all we can do now is to "wait and see" what the gods (i.e., the Government) are going to provide. We may take it for granted that a very fine hotel will be built in Kowloon within a couple of years. That is excellent. But while the grass is growing the horse is starving.

I am a bit of a profiteer myself. I revel in the opportunity of making a few dollars by methods which do not involve either much labour or thought. If circumstances play into my hands it is a matter of course to accept all the luck which comes to me in this imperfect world without wasting too much time upon any abstract consideration regarding the unfortunates who happen to be in the other side of the scale. This may not be an attitude which Mr. Moyle would commend, but I am afraid it is the one adopted by the majority of his fellow holders. I am clear sighted enough, however, to see that the profiteer can have no claim upon the community. He stands on one side, and the public on the other. It is difficult, perhaps, to define "the public" in this connection. Throughout the range of business the positions are constantly changing. The man who smokes may bitterly denounce the rapacity and unrighteousness of the individual who has made a fortune in cigars. He and all his fellow-smokers will represent "the public," but at the same time he may be taking advantage of a shortage in the market to sell his stock of boots at a higher profit than the wearers consider legitimate, and it is natural and just that in this case "the public" should refuse to have any association with him. The process can be repeated ad infinitum.

But I commenced these philosophical reflections with a reference to the housing problem and the attitude of hotel proprietors. Now there are very few of us who run hotels, and for that reason I cannot understand how it is there has not been a howl of protest against the standards taken by those who do. Residents surely have a right to claim that their interests should not be sacrificed to the convenience of visitors, many of whom, perhaps, are travelling for pleasure. The accommodation is limited, and it should not be within the power of those who control that accommodation to turn out permanent residents in order that they may let the vacant rooms to "the bird of passage" simply because he is prepared to pay fancy prices. The situation is becoming daily more acute, and the reflection that the conditions may be normalised within the next two years or so cannot bring much consolation to those who feel that they are being exploited now.

When the war-tax was imposed the keepers of hotels and boarding houses were supposed to recover the amount by a definite and separate charge placed on each room. This was to avoid "pre-fitting," and anyone who used the war-tax as an excuse to raise the general price for board and lodging was liable to prosecution. I do not suppose the condition regarding a separate charge was enforced, but the fact that the regulation was laid down showed that it is not beyond the power of those in authority to exercise some control in these and similar matters. The Hotel Mansions, which formerly accommodated a good number of residents, have now been let as offices. Why? Because, presumably the letting of offices is a more paying proposition. Surely the Government might have prevented this. Under the present abnormal conditions it would not have been a very great hardship or injustice if a rule had been made that rooms fitted and used for habitation should not be utilised for any other purpose until the congestion had been relieved. The hotel-keepers might have protested against unwarrantable interference, but their protests would have fallen on deaf ears. In this instance "the public" would have swamped them.

And what about monthly rates at the hotels? They are difficult to obtain now. During the war, prices could not be raised without good reason. Why should they be raised now before the effects of

the war have passed? I wonder whether any member of that much maligned Food Committee has ever taken the trouble to ascertain whether the hotels are paying their proprietors substantially more per head for food. Catering in hotels in the Far East is an absurdly simple matter for the European. The proprietors charge \$33 or \$40 per month for feeding each guest, and the proprietors probably charge his guest double to cover the cost of the table linen and to provide the very necessary profit. How much more are the proprietors getting now than they were this time last year? It is a question which any member of the Food Prices Committee ought to be able to answer off-hand. Perhaps, approached in this delicate and indirect way, even Mr. Gilson may vouchsafe a little information.

Still dealing with hotels, I hear that at the Peak they have adopted a very effective and practical method of keeping their house full over the winter months. Unlike the Hongkong Hotel, the Peak Hotel does not wish to give its permanent residents even a chance of slipping away, let alone serve them with notice to quit. It has evidently taken to heart the advice of Polonius.

The friends show haste, and their adoption-trail.

Grapple them to thy soul with hooks of steel.

There is to be no rise in prices if each and every one signs a "six months" contract. Others, of course, must pay daily rates. I should have thought that the resident boarders, seeing how ill they are being treated elsewhere, would have felt a glow of satisfaction that here, at any rate, there is a home, someone to welcome, and love them, someone who will press them to stay even against their will. But, alas! such are the inconsistencies of human nature, that apparently, even this delightfully simple arrangement is not giving the satisfaction one would have imagined. I shouldn't wonder if an Unofficial Member were urged before long to ask a question about it in the Legislative Council. That is a wonderful way of settling all grievances; it never fails in effect. The restraining influence it always has on public opinion is remarkable. When the question is asked and the cryptic official reply is given, everyone heaves a sigh of relief and is placidly content that everything humanly possible has been done.

It is hopeless, however, to expect much help. I am afraid, from the Government. Look at their own policy. They have just prepared a new assessment of the Colony, which came into force on July 1st, the date arranged for the discontinuance of the special War Tax. By this arrangement the rateable value of the Colony has been raised by about 8 per cent. The step was justified, no doubt, in some of the rapidly developing outlying districts, but it is like trying to fleece a sheep in the City and Hill districts. The *modus operandi* is simplicity itself. All they do is to put up your assessment when your landlord puts up your rent, so that you get hit in two places at once. If you are only gifted with a sense of humour you can derive some amusement from the situation. A couple of years ago the Government said in effect: "Rents are so excessive that we must really ask the Legislative Council to vote us a little relief out of the public funds. We calculate that from top to bottom we are all paying two or three times as much as we ought to, pay for the privilege of having a roof over our heads, and the difference ought to come out of the Treasury chest." This was agreed to, and the position, which up to that point was neither better nor worse than it had been for a long time past, suddenly became more serious for "the public," because every member of the Civil Service who had been content hitherto to live in a hotel or a boarding-house felt that it was his duty now to get a house at any cost, while those who were sheltering friends had to turn them out in order to qualify for the dole. As a consequence of the competition thus created, up went rentals. Now the Government blandly says "up go your taxes in proportion." It's a mastery way of solving the Housing Problem, isn't it?

RODERICK RANDOM.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending August 23rd is as follows:

	Receipts for week	Aggregate receipts for 24 weeks
This Year	\$12,777	499,406
Last Year	15,555	493,728
Decrease	2,778	5,678

CORRESPONDENCE.

HONGKONG AND DR. BARNARDO'S HOMES.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—We have received from Mrs. Pollock a remittance of £500 so kindly raised in Hongkong to endow a bed in Dr. Barnardo's Homes. A brass is being prepared, and will be affixed above the bed, with the following inscription:

THE HONGKONG BED.

In acknowledgment of services rendered to the Empire and in memory of those who died in the War 1919.

The sum of £500 is being invested in War Loan, and a permanent endowment will be created and a large number of the Nation's destitute boys will, now and in the years to come, receive their first foretaste of happiness when sleeping in the "Hongkong" Bed.

Dr. Barnardo's Homes have received very generous support from Overseas during the stress and strain of the war years, but no outpost of Empire has been so generous as Hongkong in proportion to its size. Hongkong has sent more than any other outpost of Empire, and we desire to thank very heartily, through you, all the generous subscribers.

Will you also please accept our thanks for any assistance you have given by publishing subscription lists and in other ways lending the support of your valuable columns?—I am, faithfully yours,

WILLIAM BAKER
(Hon. Director).

Dr. Barnardo's Homes,
15 to 25, Stepney Causeway,
London, E1.

July 11th, 1919.

THE MISSIONS TO SEAMEN.

The Hon. Treasurer (Mr. S. H. Dodwell) and the Acting-Chaplain (Rev. W. T. Featherstone) of the Missions to Seamen, Hongkong, acknowledge with many thanks the receipt of the following subscriptions and donations for 1919:

Whampoa Bethel Fund	\$ 500
Union Insurance Society of Canton Limited	500
Messrs. Jardine, Matheson & Co. Limited	400
Messrs. Butterfield & Swire	300
Hongkong & Whampoa Dock Co. Limited	250
Hon. Sir Paul Chater, C.M.G.	200
Hongkong & Shanghai Bank	200
Messrs. Dodwell & Co., Ltd.	100
Canadian Pacific O. S. Ltd.	100
Messrs. Shaw, James & Co.	100
P. O. S. N. Co., Ltd.	100
Asiatic Petroleum Co., Ltd.	75
Messrs. Bradley & Co., Ltd.	50
W. C. Gilman & Co., Ltd.	50
W. R. Loxley & Co., Ltd.	50
W. C. Ross & Co.	50
W. Douglas S. S. Co., Ltd.	50
Reiss & Co.	50
W. C. Humphreys & Co.	40
Bank Line Ltd.	25
British American Tobacco Co.	25
Messrs. Carmichael & Clarke	25
Hughes & Hough	25
Lane, Crawford & Co.	25
Leigh & Orange	25
Linstead & Davis	25
C. & J. Tel. & Elec. Co.	25
Messrs. Lowe, Bingham & Matthews	25
Palmer & Turner	25
Standard Oil Co. of New York	25
Messrs. Gordon & Co.	25
Mr. C. Thorne	25
Messrs. A. S. Watson & Co., Ltd.	25
Mr. Henry Humphreys	25
Messrs. Harry Wicking & Co.	25
Vacuum Oil Co.	25
Commodore V. G. Gurner	25
Hon. Mr. H. E. Pollock, K.C.	25
Messrs. Penryth & Co.	25
Little, Adams & Wood	25
Mr. G. S. D. Hamel	15
Hon. Mr. Lau Chu Pak	15
Mr. G. Hastings	10

\$3,725

CHIEF JUSTICE AS PROSECUTOR.

APPEALS FOR LENIENT TREATMENT.

At the Magistracy, yesterday, a Chinese house boy, of No. 104, the Peak, the residence of the Chief Justice, was charged with stealing some soap and metal polish.

The Chief Justice informed Mr. Lindell that the boy had a good character, and so far as he was aware, it was the first offence the boy had committed. He asked the Magistrate to deal leniently with the boy.

Mr. Lindell fined the boy \$10, with the alternative of fourteen days' hard labour. The Chief Justice paid the fine, which will be deducted from the boy's wages.

A QUESTION OF NOTICE.

COOLIE WHO LEAVES HIS WORK SUES FOR WAGES.

An interesting case was heard at the Magistracy, yesterday, when Mr. C. Lauritsen, proprietor of the Dragon Garage, was summoned by a coolie for refusing to pay the sum of \$9 due him as wages.

Mr. Lauritsen: Well, he left without notice; that was the reason I refused to pay him. He started work on July 9th, and left on August 3rd. He was to be paid \$12 a month.

Mr. Smith: Any stipulations of notice to leave, etc.?

Mr. Lauritsen: No, I took it that he was engaged by the month. I have had a considerable amount of trouble. I used to pay the coolie in full. Once or twice the coolie left my employment after receiving their wages. I was hard put to it to get new coolies, so I decided to keep half a month's wages back and pay it to them when they gave notice to leave. He has not got his pay yet; he only received the \$1 extra I gave to all coolies owing to the rice situation. It is not unreasonableness on my part; I am willing to pay, but it is difficult to get coolies.

Complainant: I became sick for four days and could not attend work.

Mr. Smith: Why did you not let your employer know?

Complainant: I told the Indian in charge. When I became better, I went back to work and was told that I was not going to be taken back.

Mr. Smith: Did you get notice that the man was sick, Mr. Lauritsen?

Mr. Lauritsen: No, he simply walked away and two days' later told the Indian he was sick.

Mr. Smith (to complainant): Why did you not send a note along?

Complainant: I could not write a letter. I told the Indian in charge on August 4th.

Mr. Lauritsen: Complainant is an ordinary coolie.

Mr. Smith: It is easy to get coolies. Mr. Lauritsen: It is easy to get coolies, but who is to know who they are? I have been losing a lot of things at the place. The man should have notified the coolie-foreman.

Complainant: I told the coolie-foreman the same day when I got ill in the garage.

The Indian denied that complainant told him he was sick. The man wanted to leave, and witness asked for a month's notice. He refused to give notice, stating that he was going to Canton and would not come back.

Mr. Smith: There is no agreement that if he does not give notice he will lose his pay.

Mr. Lauritsen: We have no other way of keeping them.

Mr. Smith: You had 25 days' work out of him.

Mr. Lauritsen: I am quite willing to pay.

Mr. Smith: That is all he wants.

Mr. Lauritsen: It was only a matter of example to the other coolies.

Mr. Smith (to complainant): Mr. Lauritsen is willing to pay the money as an act of grace. You have no right to go away without giving notice.

CHINESE COOLIE AND INDIAN CONSTABLE

"WE WILL KILL ALL INDIAN AND EUROPEAN DEVILS."

At the Magistracy, yesterday, a Chinese was charged with using abusive language to an Indian constable in Wanchai on Monday night.

It was stated that the constable was passing along Happy Retreat when defendant called out to him "Mou Kwei (Indian devil) buy me some congee."

When the Indian constable went up to him, the man said: "Do you know that a Chinese constable shot an Indian constable to-day? He belong number one man and did very good thing. All Indians deserve to die. Later on we Chinese will kill all European and Indian devils."

Defendant denied that he used abusive language, an Indian friend was passing and he called out to him.

Mr. Lindell fined defendant \$5, and bound him over in a personal bond of \$100 to be of good behaviour for six months.

ABUSIVE CHAIR COOLIES.

CHINESE LADY INSULTED.

Two chair-bearers employed by Dr. Strahan were charged with using bad language to a Chinese lady at the Hongkong Star Ferry Wharf.

Complainant stated that she was going to the ferry from the Public Gardens when the coolies said: "Here goes a prostitute." The lady went to the wharf, amidst the jeering of a crowd of people. She spoke to an Indian constable who accompanied her to the coolies' stand, when she asked them: "What do you mean by jeering at me?" The coolies replied: "We did not call out your name; your name is not worth calling out." The coolies were then arrested.

Both defendants denied using abusive language. One man said he called the other "Ling Chi (pretty boy)" in fun, and the lady apparently misunderstood him.

Mr. Lindell fined each defendant \$3 and bound them over in bonds of \$100 to keep the peace for 6 months.

JUST RECEIVED FROM

ELIZABETH LAZENBY

THE ORIGINAL AND GENUINE

PICKLES.	Mixed, Piccalilli, Chow Chow, Walnuts, White Onions, Onions, Gerkins, Eschalots, Cauliflower, Gerkins Onions in Yellow liquor, pint bots. 70 cts.
SAUCES.	L. & P.'s Worcester Sauce in pint bottles 50 .. Harvey Sauce pint 80 .. Chef per bottle 60 .. Anchovy pint 40 .. Mushroom Catsup 30 ..
FISH.	Kipperd Herrings in 1 lb. tins...per tin 70 .. Findon Haddocks 70 .. Yarmouth Bloaters 50 .. Cod Roes 80 ..
SAUSAGES.	Oxford Sausages 00 .. Chicken, Ham & Tongue 70 ..
CEREALS.	Dried Haricots, Split Peas, in 2lb. Butter Beans, Lentils, tins 60 ..
SUNDRIES.	Black Treacle in 2 lb. tins 70 .. Capers, Capucine in 4 ounce bots. 30 .. Essence of Rennett in pint bots. 40 .. Dried Herbs, all kinds in pint bots. 25 .. Ground Almonds in 1 lb. tins .. tin \$1.60 French Mustard, Mailles jar 90 cts. Carpet Soap, Chivers tab 25 ..

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IF YOUR ARE A HAMMOND USER

you need not buy a new typewriter when the type get worn; new sets of type are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine; others to any quantity may be purchased separately.

Simply by turning a wheel you may change from English to Russian, from Gothic type to Copperplate, or a whole variety of others. There are over 300 varieties of type produced for use on the Hammond typewriter. All or any may be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER; let us demonstrate to you its further advantages.

Messrs. BREWER & CO.,
(Sole Agents: Hongkong).

[108]

UNIVERSAL IMPORT & EXPORT CO., GENERAL COMMISSION AGENTS.

(Hotel Mansions, Top Floor).

P.O. BOX 348.

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[108]

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.
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TELEPHONE 346

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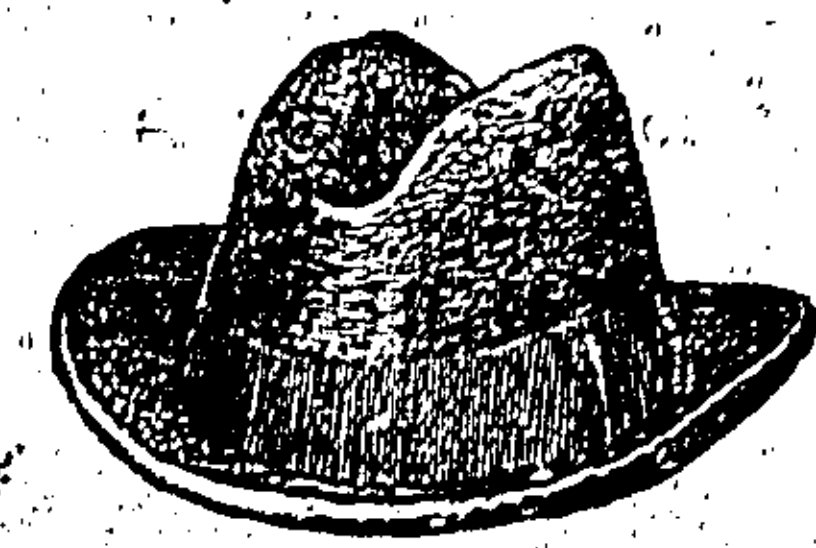
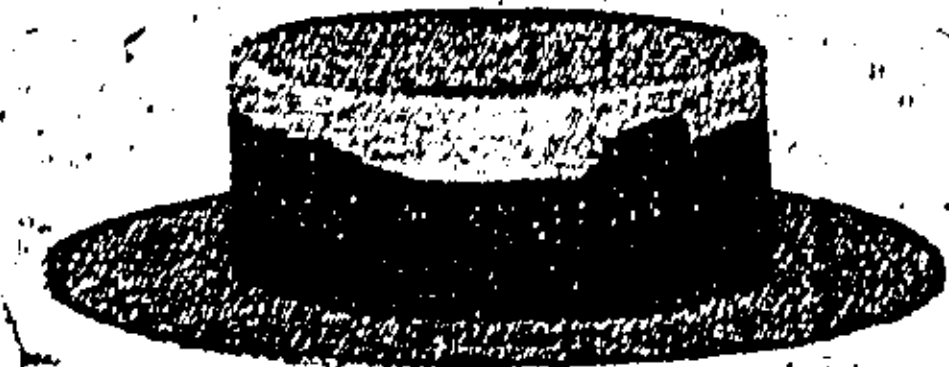
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LIVE FIRM OF MANUFACTURERS' AGENTS, with large field of Sub-Agents and connections, invites enquiries and additional agencies for all classes of materials, Shipping, Insurance and Forwarding, etc., conducted. **HERITAGE, KILNER & CO.**, College Hill (Canton), College Hill, London E.C. England. [1161]

TO LET

FROM October 1st, a SIX-ROOMED HOUSE, furnished. Good location in Kowloon. Apply—Box 1168. Care of "Daily Press" Office. [1168]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that **SCRIP CERTIFICATE** with respect to 4 Shares numbered 2731/2734 in the above Office standing in the name of **ONG HONG PIN** of Singapore has been LOST, and should the same not be produced before the 10th September, 1919, a New Certificate will be issued in favour of the said **ONG HONG PIN** and no transaction taking place under the old Scrip Certificate will be recognised by the Office.

JARDINE, MATHESON & CO. LTD., General Agents. Hongkong, August 26th, 1919. [1169]

CHINA COAST OFFICERS' GUILD.

MEMBERS are informed that the Secretary is now in Hongkong and may be consulted at the Guild Office, 10, Des Vaux Road, between 2 and 4 in the afternoon. [1149]

G. R.

In the Estate of **WILLIAM BARBOUR**, deceased.

ALL Persons having Claims or owing Monies to the above Estate are requested to send in such Claims or pay such Monies to the undersigned on or before the 15th day of September, 1919, after which date no Claims will be recognised.

C. F. GARSTIN, H.B.M.'s Acting Consul-General, Canton, August 23rd, 1919. [1157]

THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

SHAREHOLDERS are reminded of the **EXTRAORDINARY GENERAL MEETING** of the Company to be held on **WEDNESDAY**, the 10th day of September, 1919, at 11.30 o'clock in the forenoon, at the Office of Messrs **JARDINE, MATHESON & COMPANY, LIMITED**, No. 16, Pedder Street, Hongkong, for the purpose of considering and if thought fit confirming as a special Resolution the Resolution set out underneath which was passed at the Extraordinary General Meeting of the Company held on the 20th day of August, 1919.

That the Articles of Association of the Company be altered as follows—

- (1) By inserting in Article 31 after the words "upon all the shares" in the second line thereof the words "other than fully paid shares";
- (2) By adding at the end of Article 88 the following words "but any director so appointed shall hold office only until the next following Ordinary General Meeting of the Company, and shall then be eligible for re-election";
- (3) By adding the following new Article to be numbered 88a viz:—

"The Company may by a Special Resolution remove any Director before the expiration of his period of Office."

(4) By striking out the word "forfeited" in the second line of Article 135 and inserting in place of such word the word "utilized" and by omitting the full stop at the end of such Article and by adding at the end of such Article the words "and claimed";

(5) By inserting in Article 141 after the word "served" in the sixth line thereof the following words "and two copies of each of these documents shall at the same time be forwarded to the Secretary of the Share and Loan Department, The Stock Exchange, London."

By Order of the Directors, **JARDINE, MATHESON & CO., LTD.**, General Managers. Dated 21st day of August, 1919. [1152]

TO-NIGHT

WHEN YOU VISIT

THE CORONET

PUT YOUR NAME DOWN

TO RECEIVE GRATIS

THE REVUE.

INTIMATIONS

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per Share for account 1919 will be payable on **THURSDAY, AUGUST 28th, 1919**. Shareholders are requested to apply for Dividend Warrants at the Company's Office, 25, George's Building, Hongkong.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from Thursday, August 21st, 1919, to Thursday, August 28th, 1919, both days inclusive.

SHEWAN TOMES & CO., General Managers. Hongkong, August 19th, 1919. [1123]

G. R.

NOTICE

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permission to do so at the **PASS OFFICE, POST OFFICE BUILDING** between the hours of 9 A.M. to 1 P.M. and 3 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or Identification papers. All persons with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the **REGISTRATION OF PERSONS ORDINANCE, 1916**.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

WANTED

TO RENT FURNISHED HOUSE for English Mess of four. Tennis Court required. Apply to—Box No. 1155. Care of "Daily Press" Office. [1155]

TO LET

PART of Ground Floor. 10, Des Vaux Road Central. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.** [1109]

TO LET (UNFURNISHED)

NO. 9, MOUNTAIN VIEW, from 1st October, 1919. Apply—**A.B.** Care of "Daily Press" Office. [1084]

TO LET

NO. 104, THE PEAK, 6-Roomed House at the Peak. Apply to—**FERBY SMITH SETH & FLEMING** [1022]

TO LET

FURNISHED at the PEAK, No. 4, Stewart Terrace. Apply—**H. E. POLLOCK**, Supreme Court. [1037]

FOR SALE or TO LET on long lease.

FURNISHED or **UNFURNISHED** from October 1st, 1919, No. 96, THE PEAK, (End House of Stewart Terrace) Hot Water throughout, Double Grass Tennis Court with Pavilion and large Kitchen Garden. Apply—**E. A. M. WILLIAMS**, **LOWE, BINGHAM & MATTHEWS**, Chartered Bank Buildings. [1049]

FOR SALE

"MOUN" GOUGH No. 131, THE PEAK, 6-Roomed House with Large Garden. Apply—**LOXLEY & CO.**, York Buildings. [1145]

A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURABLE with instructions from The Consignor.

will sell by Public Auction, on **THURSDAY**, August 28th, 1919, at 2.15 P.M., at his Sales Room.

HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Table, Bookcases, Arm-chairs, Carols, Crockery and Glassware, Brass Ornament, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboards, Napkins, Table Cloth, Hat-stands and a long line of Sundries.

Also

1. Prismatic Binocular in first-class condition. Terms:—Cash on Delivery. Hongkong, August 25th, 1919. [1146]

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads. Tel. 4444; Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated, and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR and **BILLIARD ROOMS**, TERMS MODERATE.

Special Arrangement for Families on Application to—**J. H. OXBERY**, Proprietor. [1101]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

S.S. "DUNERA"

Arrived Hongkong on August 24th, 1919.

From **BOMBAY, COLOMBO AND STRAITS.**

Consignees of Cargo by the above-named steamer are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents. Hongkong, August 24th, 1919. [1]

NOTICE TO CONSIGNEES.

S.S. "TOLA"

Arrived Hongkong on August 24th, 1919.

From **BOMBAY, COLOMBO AND STRAITS.**

Consignees of Cargo by the above-named steamer are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents. P. & O. S. N. CO. Hongkong, August 24th, 1919. [1]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KWAISANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained. Goods not cleared by Aug. 31st, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.**, General Managers. Hongkong, August 24th, 1919. [1161]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"F O K S A N G"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by Sept. 1st, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.**, General Managers. Hongkong, August 24th, 1919. [1163]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON"

FROM MIDDLESBRO' LONDON AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and Goods remaining undelivered after Aug. 31st, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before Sept. 7th, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Aug. 31st, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO.**, Agents. Hongkong, August 24th, 1919. [1164]

INTIMATION



THORNE'S

OLD VAT

NO. 4.

SCOTCH

WHISKY.

THIS VAT WAS STARTED BY THE

LATE ROBERT THORNE OF GREE.

NOCK AND HAS BEEN SOLD AS

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SOLE AGENTS:

A. S. WATSON & CO.,

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WINE AND SPIRIT MERCHANTS.

TEL. 615.

HONGKONG OFFICE: 10A, DES VAUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 27th, 1919.

THE COLONY'S CURRENCY AGAIN.

To the vagaries of our local currency there appears to be no end. After suffering for some years from a plethora of subsidiary coins, we are now threatened with a dearth. This is owing, apparently, to the consignment of a large quantity of Canton subsidiary coins to Kwangsi for the maintenance of the depreciated notes in that province. H.E. THE OFFICER ADMINISTERING THE GOVERNMENT in Council has found it necessary to prohibit the export of subsidiary coins from the Colony without a special permit, the only exception—and it seems to be a wide one—being that a bona-fide traveller may take with him a number of the face value of five dollars. This is in strange contrast with the legislation passed some six years ago to exclude Chinese coinage as a first step towards rehabilitating the Colony's subsidiary coinage, a considerable amount of which was subsequently withdrawn from circulation at a loss to the Treasury. That course was rendered necessary by the large quantities of subsidiary coinage—representing some \$43,000,000—which had been issued for local use by the Hongkong Government since 1863. The Chinese, finding it a much more convenient form of exchange than long strings of copper cash, employed it extensively in the neighbouring provinces, until at one period it was estimated that not more than ten per cent. of the total put into circulation remained in Hongkong. In course of time the Chinese authorities, realising the demand, began minting similar small silver coins, with the result that not only did the importation of British coins receive a serious check but the Colony was flooded with Chinese coins, which, although of the same weight and fineness as the British,

were not fractions of a legal standard. Both issues were at a discount, and the inconvenience to business and injustice to the labouring class which this created led to the appointment of Committees to investigate the situation. Eventually it was decided to clear the Colony of the competing foreign coins by legislation, but this step was not taken without grave misgivings in many quarters. Sir MATTHEW NATHAN, who was always regarded as an exceptionally astute Governor, solemnly assured the Secretary of State that it was "not practicable" to make Chinese coinage illegal and abolish it. He predicted that "to make it punishable by law to possess such coin or to offer or accept payments in it would fill the jails of the Colony and at the same time deal a serious, if not mortal, blow to the large traffic and petty-trade which goes on between Hongkong and Canton." Nevertheless, within six years of this oracular pronouncement the danger was faced without any of the evil consequences foretold by Sir MATTHEW NATHAN and others being felt. After the change was introduced, the Colony's coinage circulating in the interior flowed back, and at the beginning of 1915 it was at a discount of 8 or 9 per cent. compared with the silver dollar, which, in turn, was worth ten cents less than the bank note, though that was simply a promise to pay a silver dollar. The policy of the Government in accepting small coins at par value in payment of Government revenue in amounts up to two dollars and buying them, also, in the open market for conversion into bullion has helped materially to rehabilitate the coinage. We say "helped" because it is possible that the artificial difference—equal now, we believe, to about 15 per cent. maintained between the dollar in this Colony and the outputs, by means of the Ordinance prohibiting the exportation of silver dollars, has raised the relative value of the subsidiary silver coinage. In one year alone the withdrawal by the Government of subsidiary coinage involved a loss of three-quarters of a million dollars. The Government could have avoided this and the complications referred to by taking over the note-issue, as we suggested in 1915. It would have been in a position then to control the value of the note, and at the same time to withdraw from circulation such a number of subsidiary coins as would have sufficed immediately to establish a state of parity. For this latter purpose it could have kept a portion of the cash reserve held against the note issue in subsidiary coinage, purchasing this at a discount whenever favourable opportunities offered. By having its own note issue the Government would have been able, also, to avoid borrowing, and thus to save interest, and to earn a revenue on any surplus cash remaining over for investment.

Mr. R. F. Mattingley, of Messrs. Deacon, Looker, Deacon & Harston, is indisposed.

Sergeant Lannan, who was wounded by a robber in Kowloon City, in progressing favourably in hospital.

Owing to the recent wet weather the roof of No. 1, Wing Lee Street collapsed on Monday night. Fortunately no one was injured.

A small grass fire started on the hillside at Repulse Bay on Monday morning and was put out by the Police, assisted by some coolies.

A cargo boat, valued at \$5,000, was blown ashore off Ping Chau Island during the recent gale, and became a wreck. There was no loss of life.

Mr. R. A. Ponsonby Fane, till lately Private Secretary to H.E. the Officer Administering the Government, is not returning to the Colony. He is travelling in Japan and will later spend some months in Siam.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals, acknowledging, with thanks, the following subscriptions to the funds of the Hospitals:—Wo Ping Theatre (special), \$50; Fresh Fish Guild, \$30.

The following cases of communicable disease were reported in the Colony during the week which ended on Saturday:—Enteritis, 5 (5 deaths); cerebro-spinal fever, 2 (2 deaths); and cholera, 1 (1 death). Ten cases (7 deaths) of enteritis were reported in the Colony on Sunday and Monday.

Lieut.-Col. Morley, senior British Officer, Irkutsk, writing to the Postmaster-General of Hongkong under date August 2nd, says: "With last mail I received a large parcel of papers, magazines, and books forwarded by you from Hongkong. These have been much appreciated by the Officers, N.C.O.s, and men under my command, who all join with me in expressing gratitude to you for so kindly collecting and forwarding them."

Yokohama will soon have one of the best parks in Japan if the plans now under contemplation are realized. Owing to the rapid growth of the city, the municipality is now planning to build a large park in Tobocho which will, it is said by the city authorities, have all the features generally found in good parks in America and Europe such as a big zoological garden, library, botanical garden, etc. The total cost is roughly estimated at Yen 20,000,000.

We are advised that the "Pierrot & Pierrette" Dance held at the Peak Club on the 9th, just in aid of the Ministering Children's League (Peak branch) realised the sum of \$535.22—£211 11s. 8d. This satisfactory result is due mainly to the magnificent support accorded by the members of the Peak Club and to the willing and able assistance of the ladies who were responsible for the sale of tickets. The "Stall" also increased the receipts in an unexpected and very gratifying manner.

The condition of the Indian sergeant who was shot at and wounded by a Chinese constable is still regarded as serious. An examination of the man showed that one bullet had passed from left to right of the abdomen. A rumour has been in circulation that an Indian constable on duty at Wanchai Gap saw the fugitive constable coming in his direction and attempted to arrest him, but failed. A careful watch of the principal roads in the city is still being maintained.

A report has been received in Japan stating that a violent storm swept Formosa on August 8th and 9th. The district under the jurisdiction of the Taihoku Office suffered most severely. All buildings and dwelling houses except the Daito Hospital and a few other large structures being destroyed. Suna-mura and other villages under the jurisdiction of the Riryu Office were wiped out. It is feared some hundreds must have suffered death and injury. It is strange that the east coast of the island was practically unaffected.

The American Consul-General has received instructions from Washington enabling him to issue emergency passports and otherwise document Americans desiring to travel for legitimate and reasonable purposes to practically all countries of the world except Germany, Hungary, and certain parts of Russia in Europe, certain portions of Siberia and Mexico, and including Czechoslovakia, Poland, Roumania, Bulgaria, Austria, India, Egypt, Constantinople, Asia Minor, Armenia, Syria, Mesopotamia, Palestine and Arabia.

Mr. A. W. Gore, the famous lawn tennis player, who has recently been contributing a series of articles entitled "Forty years of Lawn Tennis" to a Home sporting paper, has made an interesting reference to Mr. H. A. Nisbet, the present Registrar of the Supreme Court, Hongkong. He says that in 1898, when he achieved his first tangible success in the Wimbledon Championship, there was a fairly strong entry-list. Among his victims on that occasion was Mr. H. A. Nisbet, who "now, of course, has dropped out of big tennis." Mr. Gore, who has represented England in several Davis Cup tournaments, won the championship of England, generally regarded as the world's championship, in 1908 and 1909.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE AMERICAN SENATE ON THE SHANTUNG QUESTION.

WASHINGTON, August 24th. The Senate Foreign Relations Committee has adopted Senator Lodge's resolution giving Germany's rights in Shantung to China, instead of to Japan. The matter will now be fought out on the floor of the Senate. The Republicans declare that they have sufficient votes to uphold the amendment, which the Democrats are confident of defeating.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

SOURCE OF BOLSHIEVISM.

DR. MARTINY'S INTERESTING VIEWS.

COPENHAGEN, August 24th.

Doctor Martiny, the head of the Danish Red Cross, arrived from Russia today. Interviewed by Reuter, he says that M. Lenin decided, early in 1919, to abandon his terroristic methods and adopt a conciliatory attitude in internal and external relations with a view to attaining a peaceful settlement.

This policy failed, upon which the Soviets espoused the "Extremist" methods of Peters and Dershinisky, who have been the real Government for the past three months.

The successes against Admiral Koltchak were largely due to the able generalship of a supporter of Peters named Kamenoff, an ex-Czarist Colonel who adopted the offensive instead of the defensive policy.

Dr. Martiny believes that the Soviet will be overthrown in six months, if an Allied and Neutral Commission is attached to Admiral Koltchak's and General Denikin's forces in order to guard against excesses.

The Russians, except the Bolsheviki, will welcome British intervention. The people will give up hope if the British withdraw from Archangel, as Russia will then inevitably fall under German influence.

He states that 70 per cent. of the soldiers who were compelled to serve in the Bolshevik Army have deserted and formed themselves into a well-organized "Green Army" whose principle is not to fight either the Red or the White Armies unless forced, but to protect their villages from compulsory service. The villagers will feed them in exchange for this protection.

SERIOUS BOLSHIEVIST REVERSES IN THE UKRAINE.

COPENHAGEN, August 24th.

A telegram from Berlin says that news conveyed by aeroplane states that General Petlura and the West Ukrainian Armies have captured the whole of Podolia and large parts of Volhynia and Kiev from the Soviet troops.

The victors are approaching the River Dniester.

Kiev is reported as being occupied.

NURSE CAVELL'S BETRAYAL.

SOME SENSATIONAL REVELATIONS.

PARIS, August 25th.

The Court Martial begins to-day of Quen, the betrayer of Nurse Cavell. Fifty-eight witnesses are being called, and the trial is expected to last a week.

The indictment reveals secrets of the organisation conducted by Nurse Cavell, Prince and Princess Croy and others, enabling British, French, and Belgian soldiers to escape to Holland.

Quen, who was a convict at St. Quentin when that city was occupied by the Germans, entered the German Espionage Service and learned the secrets of the organisation.

Representing himself as a French officer, he preyed on the bounty of Nurse Cavell and others in Brussels, borrowing large sums from them and finally denouncing them.

He also systematically spied in prisoners' camps till 1917 when he was arrested on a charge of theft.

He returned to France from Switzerland and was sent to serve in a disciplinary unit in North Africa till his release. His victims in German prisons enabled the graver charges to be formulated.

GERMANY'S TROUBLES.

A GOVERNMENT COUP IN BERLIN.

BERLIN, August 24th.

Government troops have occupied the Communist Headquarters in consequence of the latter ordering an unauthorised election for the Berlin Soviets.

BRITAIN'S TRADE POLICY.

THE PROFITEERING LAW EXPLAINED.

LONDON, August 25th.

The Board of Trade, explaining the profiteering law, indicates that there will be a central investigation, by a Central Committee, into the costs and profits of production and the distribution of goods; also a local investigation, by a Local Committee, subject to appeal to a Tribunal, into complaints by the general public concerning the prices charged and the profits made in the retail distribution of goods.

The local authorities will have the option of establishing the Local Committee.

All Committees and Tribunals established under the Act will be advised not to take action which will hamper or restrict legitimate commercial enterprise.

HUNGARY

IMMEDIATE EFFECT OF ALLIES' LETTER.

COPENHAGEN, August 24th.

A telegram from Budapest states that the resignation of the Archduke was decided upon after the receipt of the Allied message insisting on this step.

Following on the resignation of the Archduke, the Allied Mission charged M. Friedrich with the formation of a Ministry, within three days, representative of all classes, meanwhile ensuring the maintenance of order.

EARLIER CABLES.

THE ARCHDUKE'S GOVERNMENT RESIGNS.

BUDAPEST, August 23rd.

The Archduke and his Government have resigned owing to the Allies' refusal to recognise him.

M. LOVACZY BECOMES NEW PREMIER.

PARIS, August 24th.

It is reported that M. Lovacz has become Prime Minister of Hungary.

RECONSTRUCTION PERIOD.

TRADE UNIONS' WARNING TO LABOUR.

LONDON, August 24th.

The quarterly report of the General Federation of Trade Unions contains a warning by the Management Committee, signed by Mr. W. R. Appleton.

It says that the period between November and May next will be fateful, perhaps tragic, unless sanity returns and production increases.

Avoidable strikes had been precipitated and Union funds needlessly dissipated. Some of the strikes had been distinctly of political origin. Political strikes must either fail or end in revolution. They are not against the capitalist, but against the community. It is not the capitalist that suffers, but the people.

Against such strikes, the Government must protect the people or surrender their functions. The effect of such strikes is a decrease in production and an increase in the price of all commodities.

In view of the national situation and the possibility of a grave shortage, it is imperative that the Trade Unionists face the facts, namely, that the war is over, that competition between the nations is forcefully operating, that food and raw materials must be brought from countries over whose merchants our Government has no control, and that these commodities must be paid for with goods, not paper.

MR. ARTHUR HENDERSON.

SENSATIONAL ANNOUNCEMENT AT HOME.

LONDON, August 24th.

A sensational statement was made to-day, by Mr. Arthur Henderson, who is a candidate for the "Widnes" by-election, to the effect that when he went to Russia in 1917 he was empowered to replace the Ambassador, Sir George Buchanan. He stated that it would be very unfair to Home and Mr. Henderson consequently sacrificed a rival post.

AVIATION.

THE AEROBUS "GOLIATH" SAFE.

CASA BLANCA, August 24th.

The aerobus Goliath, which attempted a flight from Paris to Dakar, has landed north of Dakar with a broken propeller. All is well.

DEPORTED FROM INDIA.

JAPANESE PROFESSOR'S STRANGE NARRATIVE.

EXPERIENCES AT SINGAPORE AND HONGKONG.

Professor Kanokogi, of Keio University, formerly a naval officer and who while in Germany married a Russian lady and went to India to further his studies, was deported from Calcutta by the British Government last spring. The deportation was reported in the papers at the time, but no details of the incident were forthcoming from any authoritative quarter, says the *Englishman* of July 31st. Now the story is told by the professor himself, Mr. Kazunobu Kanokogi, in the pages of the *Taikan*. The experience, says the *Far East*, reads like a story of adventure written by a Kipling or Rider Haggard, and we propose here to give a faithful translation of it, adds the *Calcutta paper*.

My story begins, says Professor Kanokogi, with the night of February 21st. It was midnight. I was talking as usual with a Japanese friend in his room in the Mitsui Company's building in Calcutta. I said "midnight" but I should rather have said "in the small hours of the morning" when a number of British policemen in plain clothes, headed by a police sergeant in uniform, came into our room without announcement. One of them came near me, and producing a piece of paper, said to me:

"Are you Mr. Kanokogi?"

"Yes," I replied.

I took the paper from him, and found that there was something written on it. It stated that as there was reason to believe I had disturbed, was disturbing, and would disturb the peace and public safety of the country, the Bengal Government, with permission of the Delhi Government, gave order that I should be deported. What astonished me was that I was to be deported on February 22nd, that is, at the very moment, by the steamer *Yamano*, which was to sail from Calcutta.

I was astounded; but took the situation philosophically, as I thought it was the wisest way. I took up a pen, signed the paper, and handed it over to the policeman, showing that I had accepted the order.

When I had finished my signature, they handed me another document. It was a warrant for domiciliary search. As I went on to read the warrant, I found the statement that force might be used if I did not comply with its order.

"CIVIL" SEARCH.

I acquiesced immediately. I took them to my room, and handed over all my keys, leaving them to search as they pleased. Those who came into my room were five in all, the sergeant in uniform and four policemen in plain clothes (they were all British). They carried out a very close search, each going to a trunk, bookcase, or closet.

As I had something in my mind, I thought I would see the Japanese Consul before I was deported. I thought I might send in a protest through the consul, or I might inform him of the affair at least. I earnestly asked them, therefore, to allow me to see the Consul, but my request was refused.

Then Mr. Miwa, of Mitsui Company, who was living with me, conceived a happy idea for my sake. He sent out an Indian boy to the Japanese Consulate. But the British police were ahead of us, for our house had already been surrounded by them. The boy was caught at the gate. Thus my affair could not be reported to the Japanese Consul.

Now, I had made up my mind to bow to the situation. I took my stand in the centre of my room, and looked on at them. Their way of searching was so comical that I could hardly keep from bursting into a loud laugh.

They examined everything very carefully. The climax of the comedy was reached when they came upon a case containing some drugs. I was making a hobby of photography, and the drugs were for photography. But they perhaps thought that it might be something like bombs. They handled it carefully, so carefully that I nearly began to laugh.

Finally they examined my purse. There was only one rupee in it. There were also some Japanese registered letters and receipts for money orders. They examined them very carefully, as if they were important documents. In such a manner the search was now nearly over. I kept silence, looking on at them. They put some of my clothes and other things into my trunk. While I was wondering what it meant, they said to me:

"You must prepare to leave, as the boat is soon to sail."

Everything was sudden. They came early in the morning and ordered me to leave that day; that was quite unexpected. But what was more sudden, when they told me to prepare for departure without delay. Their actions were as quick as flashes of lightning. There was no help, though. My idea was that I would stay in the land for one year more, to study, but I had now to leave. I changed my clothes at once, put some important books into my handbag, and said to them that I was ready.

IN A SINGAPORE CELL.

The trip was very slow. After eight long days we arrived at Singapore. It was on March 2nd, at noon.

Here all the passengers were inspected by the water police, as is the custom. I stated my case plainly. After the inspection of other passengers was over, the policemen came to me and asked me if I wanted to go ashore. Their idea was to watch me on shore. I replied that I would go ashore if they allowed me complete freedom, but that if not, I would not. They then proposed to watch me on the ship if I agreed to three conditions; that is that I should not go ashore, that I should not write letters, and that I should not see my friends, and that I should not write letters. They added that one detective or two would be with me. I agreed to the proposal. Thus I was to be watched on the ship. The detectives who were sent to watch me were one Japanese and one Chinese in the employment of the British police.

But the next day, that is, March 3rd, a Japanese detective came round and told me that he had been ordered by the head of the Central Police Station of Singapore to take me to land. I asked if he had a warrant, and he replied that he had none. Then I said that I would not go on shore without a warrant, and refused to go. Then a British policeman came and told me to go on shore. He was so determined, that he would take me by force if I refused. I landed under their watch, and was sent to the Central Police Station in a carriage. I had all my things taken away, and I was given only some cigarettes, two books, a dressing gown, and toilet things. Then I was put into a cell.

There was a Malayan guard, who kept watch before my cell. One day the guard said something to me in Malay; but when he said that I could not understand him, he took out a pocket-book and showed some pictures that I should write something. I supposed he meant that his friends I wrote then a letter to my friends. I wrote then a letter and asked him to send it, although I thought it might be dangerous.

The letter was addressed to one of my Japanese friends in Singapore. I told him in my letter of my hard plight, and asked him to inform the Japanese Consul of my situation and to send me some money. I needed money to bribe the Chinese cook, for he told me he would give me better food if I paid him. The letter seems to have reached its destination. At any rate, it had some effect, for, on the afternoon of the fourth day of my imprisonment, the head of the Police-station with an assistant came to visit me in the cell.

A FREE MAN AGAIN.

He asked me what food I had and if I wanted anything else. I said that I did not want more than a proper three meals a day and that I did not mind English food. The policeman nodded and went away.

The next day the assistant who came with the head of the Police-station, came with an Englishman who spoke Japanese. He said to me that I could see a friend if I wanted. Then I expressed the wish to see Mr. Yamamoto, head of the branch office of the Osaka Shosen Kaisha. The following day I was allowed a few minutes' interview with my friend in the presence of the British officials. I thought first that I could ask my friend to send a protest against the British police through the Japanese Consul; but gave up the idea, as I thought I should take boat the following day, which was Saturday, the usual day for the sailing of boats.

On the Saturday I waited for my boat; but in vain. I spent the next Sunday in my cell, for no boats were sailing on Sunday. I waited impatiently for Monday. But Monday came and went without any change in any situation.

The ninth day passed without the departure of my boat.

It was the 14th day—at about 10 o'clock in the morning. The Malayan guard was calling me in his own language. I could not understand what he meant. He was too noisy, I told him to be silent. In a few moments, he opened the door and entered my room. He dragged out my boots from under the bed and told me by gestures that I should prepare to leave. I felt my heart beating fast. I began to dress. Then a British official came in and took me out. When I went out into the open air by a ricksha, I felt giddy after a long prison life. I could hardly walk; my feet were unsteady. I was in this condition for three days. When I looked into a mirror, I was horrified by my face; it presented a ghastly sight. But any how I was spared my life; and I left Singapore by a boat for Hongkong.

It was on March 20th, that I reached Hongkong. When our ship arrived at Hongkong, a police inspector came on board and took me to the Police-station. I wanted to leave for home that day, but I was not allowed to do so. I was to stay in the *Suyo Maru*, which was to sail the following day.

Thus I had to spend one day in Hongkong, and a question arose as to where I should spend that day. The British officials insisted that I should be kept in their hands. But, through the intervention of the Japanese Consul, I was allowed to spend the day on the ship under certain conditions.

The *Suyo Maru* weighed anchor at 1 p.m. on March 21st. When the ship cleared the harbour of Hongkong, I was a free man. It was on March 23rd, that I arrived at Moji, in Japan.

JAPAN AND KOREA.

PREMIER HARA'S STATEMENT OF POLICY.

Nearly ten years have elapsed since Korea was incorporated into the Empire of Japan and, in view of significant changes which have meanwhile presented themselves in the conditions of the country, a plan of various reforms in the Korean administrative system has for some time been engaging my attention. Unfortunately in March last disturbances broke out in several parts of the peninsula which for obvious reasons have retarded the production of the contemplated reforms. It will not be necessary at this moment to give a full account of those disturbances. It is much to be regretted that, as is generally the case under like circumstances, they gave birth to wild and baseless reports, some of which even went so far as to make new stories out of old incidents antedating the annexation. Being determined to be perfectly just and fair in the conduct of affairs connected with the recent uprisings, the Government will admit no excuse for any culpable, whether he be a Government official or a private citizen. Take the Suigen occurrence, for instance. There the Government have caused the responsible officers, who had already been subjected to administrative censure, to be brought for trial before a court martial. In proceeding to the reorganization of the system of the Government-General of Korea, I regret to announce the resignation of Martial Hasegawa, Governor-General, and Mr. Yamagata, Director-General of Administration, both of whom have rendered eminent service to the State in the important posts which they have occupied for several years. To fill the vacancies caused by their retirement, Baron Suiko and Mr. Mitsuoka have now been appointed, respectively, as Governor-General and Director-General of the Administration. Baron Suiko, who long ago distinguished himself as a Minister of State, requires no introduction for his high personality and powers of Statesmanship. Nor is there any need to refer to the high esteem in which Mr. Mitsuoka is held at home and abroad as a public servant who has not only filled with credit several important executive posts during a period of more than twenty years, but also held a Ministerial portfolio in the late Cabinet. I have no doubt that these two gentlemen will prove fully equal to the trust placed in them for carrying out the contemplated reforms in Korea in conformity with the expressed wishes of the Government. Korea is united geographically with the main islands of Japan, and the two peoples are closely related in race, in manners, and customs, and in sentiments. No distinction or inequality should be allowed to exist between them as loyal subjects of the same sovereign, whether politically, socially or otherwise. These considerations are understood to have invariably been kept in view in the Imperial Rescript, issued at the time of the annexation, as well as in that which has just been issued. It should be noted that the existing administrative system of Korea is not meant to be of a permanent and unalterable nature, but that it constitutes provisional arrangements calculated to meet the passing needs of the transitional period until the final goal is reached.

In pursuance of this policy the Government are now decided to carry out various reforms in Korea, and it is their fixed determination to forward the progress of the country in order that all differences between Korea and Japan proper in matters of the civil service may finally be altogether obliterated. The Government are, moreover, confidently looking forward to the eventual adoption in Korea of a system of provincial and municipal administration, similar to that in operation in Japan proper, so far as circumstances will permit. For a speedy attainment of these objects one cannot rely only on the force of organization and machinery; a great deal must necessarily (depend) upon the efforts of Koreans themselves toward their own upliftment. I am well aware that the system of gendarmery prevailing in Korea is being made a subject of criticism at home and abroad, but I would call attention to the fact that the institution originated to meet the experiences of the situation under the *regime* of Residency-General and was never intended to be a permanent arrangement. It is now proposed to have the gendarmery replaced by a force of police under the control of local Governors, in a manner similar to that which obtains in Japan proper, except in districts where conditions make its immediate elimination inadvisable. It is not possible at this moment to make any further announcement on the details of the contemplated reforms, which it remains for the newly appointed authorities to work out.

To sum up, however, it may be stated that Korea and Japan proper, forming equally integral parts of the same Empire, no distinction should, in principle, be made between them, and that it is the avowed purpose of the Japanese Government, in due course, to treat Korea in all respects on the same footing as Japan proper. In this wise may be attained the only true object of the annexation, and along the same lines may be expected the permanent advance and enlightenment of the Koreans. I trust that the above brief observations may assist the public at home and abroad to arrive at a full comprehension of the true intentions and policy of the Japanese Government.

RIOTS IN MELBOURNE.

TREASURY OFFICES WRECKED. BRUTAL ASSAULT ON PREMIER.

Wild scenes, culminating in the wrecking of some of the State Government offices, and the wounding of the Premier, Mr. Lawson, occurred in Melbourne on July 21st, as the result of a "demonstration" of soldiers to the Premier.

There can be no doubt that the "excesses" in which the affair ended were largely due to the action of hoodlums and revolutionists, who inflamed the minds of the soldiers, and urged them to violence and destruction.

On the afternoon of July 21st, the soldiers met at the Athenaeum Hall, and then, dissatisfied with the reply given by the Chief Commissioner of Police, Sir George Steward, to representations made to him, decided to go to his office and to demand to see him in person. Forming fours, and headed by four men carrying a Union Jack, a crowd of nearly 2,000 men marched to the corner of Russell and Latrobe streets, attracting to itself other elements as it went along.

Threats against the police, and more especially against a senior constable who, it was alleged, had made derogatory remarks about returned soldiers, were freely made.

THE POLICE COMMISSIONER. Sir George Steward addressed the crowd from a buggy. One request was that returned men arrested during the Peace disturbances should be at once released. Sir George Steward pointed out that he had nothing to do with this question.

The crowd then marched to the Treasury Gardens to see the Premier on this and other matters. A crowd of over 2,000 gathered in front of the Premier's office, and a number of representatives went upstairs to see the Premier.

Cabinet was sitting, and there was some little delay. Those outside grew impatient, and several hundreds of them invaded the offices.

After the Premier had spoken to the crowd for some time, it was decided that he should address the crowd from the balcony above the portico of the Lands Office. His attempt to speak was the signal for a great uproar, and there were loud and repeated demands that his answer to the deputation should be either "Yes" or "No."

THE CHIEF SECRETARY. Mr. Baird, himself a returned soldier, came forward to speak. At this moment a section of the crowd pushed through the outer door below, while the window-alongside was broken.

From this moment, all semblance of order and discipline vanished. The larkin element amongst the crowd within ran riot through the rooms.

A man, who was said to be a returned soldier, seized an ink-bottle and hurled it at Mr. Lawson, inflicting a severe wound. Several soldiers tried to protect the Premier, and get him away, while others strove, with little success, to protect the public property. A number of rooms were wrecked, the contents being damaged or carried off.

THE POLICE ARRIVE.

While this was going on inside word went round outside that the police were coming. A strong force of foot police came round the corner past the Commonwealth Offices, and formed in a line along the footpath.

The wild spirits amongst the crowd picked up stones, pieces of tiles, and bricks, and directed a very heavy volley at the police. As a result the windows of a large number of rooms were broken, but only one policeman was hit. The police drew their batons and charged.

The riotous part of the crowd at once dispersed, fleeing in all directions. After a good deal of argument and talk, those who remained quietly dispersed.

MR. LAWSON'S CONDITION.

When the attention of the riotous element had been diverted by the arrival of the police, Mr. Lawson was taken to the room of a colleague, where his wound was dressed. Surgeon-General Sir Charles Ryan was called in and found the Premier suffering from a nasty injury on the left side of the head, two inches long, and exposing the skull. Fortunately the bone was not injured. Those who witnessed the disturbance agreed that the Premier had behaved fearlessly.

Although feeling shaken, Mr. Lawson attended a meeting of the State Cabinet, which was held during the evening.

ANOTHER CHARGE BY POLICE.

With the expressed intention of demanding the release of the soldiers arrested in the disturbances on July 10th, and also with regard to the men who were arrested following the affray on July 20th, a crowd estimated at between 5,000 and 6,000 detached themselves from the huge gathering in Swanston-street on July 21st, and marched to Russell-street police-station.

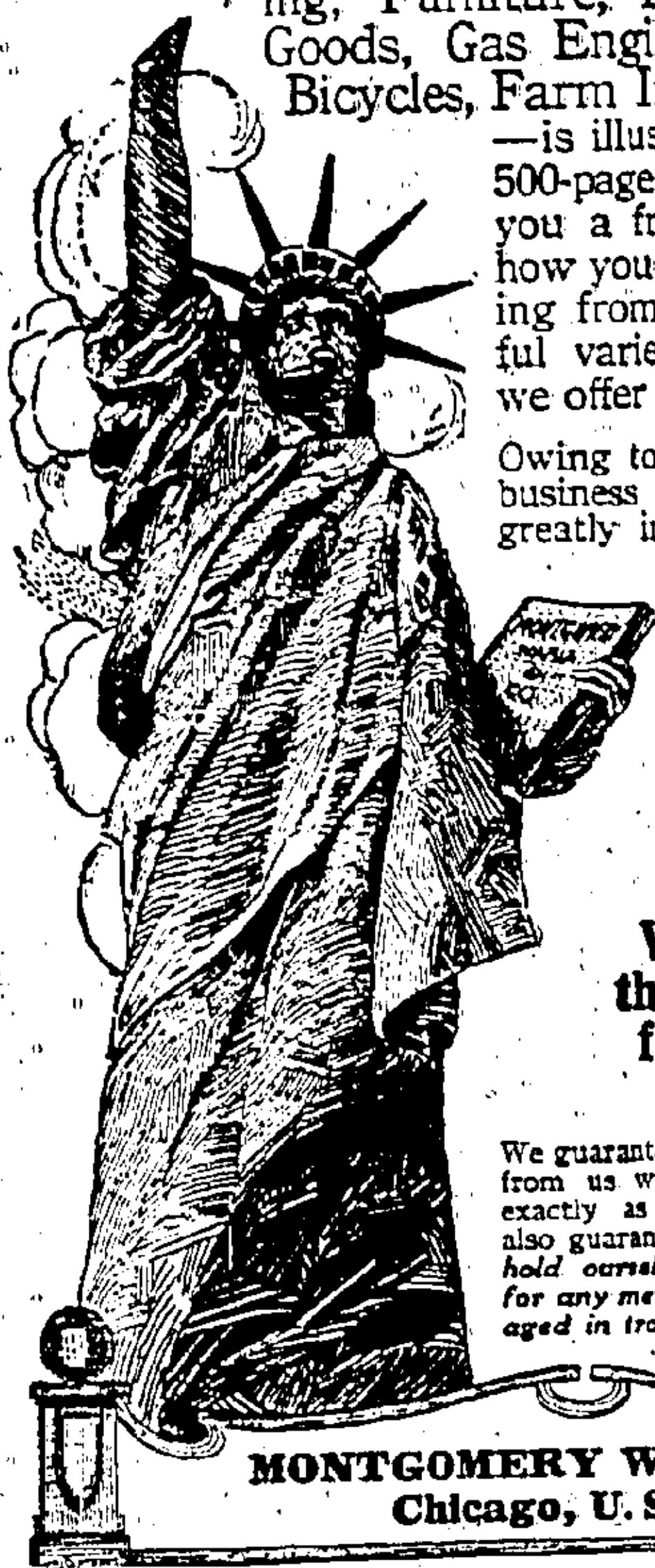
Having been convinced that their mission was a failure, the wilder spirits bombarded a large force of troopers, and foot police with bricks and pieces of road metal until they were scattered in all directions by a determined charge of mounted troopers, who found it necessary to use their batons.

For two hours during the early part of the evening, a number of the hoodlums had endeavoured to excite the thousands of people in Swanston-street to launch an attack against the police at the Lanchester Hall similar to that which preceded a pitched battle on July 10th.

Riotous persons sustained minor injuries during the fighting at Russell street, and one police constable was seriously injured about the head. One arrest was made.

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THE SNAKE OF PROHIBITION

MR. STEPHEN LEACOCK'S WARNING TO BRITAIN.

ORGANIZED HYPOCRISY

Mr. Stephen Leacock, head of the department of political economy at McGill University, Montreal, as well as a humorous novelist, writing on the warning of prohibition in America in the *National Review*, just issued, says:

"It is time that people in England should have proper warning of the social catastrophe which has overwhelmed America. While there is yet time the danger should be averted."

"From the crusade of a despised minority, a mark for good-natured ridicule rather than fear, the prohibition movement became a vast continental propaganda, backed by unlimited money, engineered by organized hypocrisy. Under the stress of war it was unmasked as the crowning effort of patriotism. The war over, it sits enthroned as a social tyranny, backed by the full force of the law, the like of which has not been seen in English-speaking countries since the first died out at Smithfield."

"A similar situation obtains in Canada. Here all of the nine provinces have voted themselves dry. The dryness is actually in force in eight of them," says Mr. Leacock, who then describes how this state of affairs was created in Canada. "There was no question at first of total national prohibition. The thing was done bit by bit. Municipalities voted themselves 'dry' with but little opposition. The individual citizen still able to order his 'liquor' from the outside gave but little heed to what was happening."

SILENCE OF PUBLIC LEADERS

"National prohibition, let it be observed, has not been adopted either in the United States or in Canada by a popular vote. It never would be. It has been carried only by the votes of the Legislatures, by the actions of the politicians responsive to the demand of the minority. But the great mass of the people took no action. There has grown up, indeed, among all those who ought to be the leaders of public opinion, a strange conspiracy of silence. Nobody seems willing to bear witness to how widely diffused is the habit of normal wholesome drinking, and of the great benefits to be derived from it."

"The university where I have worked for nearly 20 years contains in its faculties a great number of scholarly, industrious men whose life-work cannot be regarded or despised even by the salaried agitator of a prohibitionist society. Yet the great majority of them 'drink.' I use that awful word in the full gloomy sense given to it by the totalitarians. I mean that if you ask these men to dinner and offer them a glass of wine they will take it. Some will take two. I have even seen them take Scotch and soda."

"During the same years I have been privileged to know a great many of the leading lawyers of Montreal, whose brains and energy and service to the community I cannot too much admire. If there are any of them who do not 'drink,' I can only say that I have not seen them. Of the clergy I cannot speak. But in days more cheerful than the present gloomy times there were at least those of them who thought a glass of port no very dreadful sin."

THE WORKING MAN

"But these people one might object are but a class, and a small one at that. What about the ordinary working man? Surely he is not to be sacrificed for the sake of the leisure hours of the intellectual classes? But here, so it seems to me, is where the strongest argument against prohibition comes in. The lot of the working man who begins day labour at the age of 16 and ends it at the age of 70, who starts work every morning while the rest of us are still in bed, who has no sleep after his lunch and no vacation trip to Florida, is inconceivably hard."

"It is a sober fact that if those of us who are doctors, lawyers, professors, and merchants were suddenly transferred by some evil magician to the rank of a working man, we should feel much as if we had been sent to the penitentiary. And it is equally a fact that we should realize just how much a glass of ale and a pipe of tobacco means to a sober, industrious working man—not a picture-book drunkard—after his hours of work. It puts him for the moment of his relaxation on an equality with kings and plutocrats."

"It is no use to say that tobacco shortens his life. Let it. It needs shortening. It is no use to say that beer sours his esophagus and loosens his motor muscles. Let it do so. He is better off with loose motor muscles and a soggy esophagus and a mug of ale beside him than in the cheerless discontent of an activity that knows only the work of life and nothing of its comforts."

"Meantime it is well for the British people to be warned. If they do not strangle in its cradle the snake of prohibition, then the country will be given over in its due time to the regime of the fanatic, the informer and the tyrant, such as we have in North America even now."

SHORT SKIRTS AND MORALS

Sir Malcolm Morris had some amusing things to say concerning fashion at the Infants Welfare Conference in London recently. "Sir Malcolm said: 'I want to make the standard of health become a question of fashion. You know how strong a factor fashion is in our social life. If you go into the streets to-day you will see your sisters clothed in garments that are anything but suitable for an inclement day.'"

"Some years ago I asked the ladies to take one inch off their skirts, which about that time, fashion decreed should sweep the ground and thus collect the germs of tuberculosis. I asked in those days for an inch. Go into the streets now, and see what they have taken off. An inch!—many eels. It is all to the good from a sanitary point of view, but I am not quite so sure that it is from the point of view of modesty."

TO-DAY'S LOVE LETTERS

THE OLD AND NEW TERMS OF ENDEARMENT

Because a letter from a woman to her lover, read in a court case the other day, contained a frequent repetition of the word "love," counsel refused to read it, and the incident caused some amusement in court.

There is little doubt that the tone of love letters has changed with the times, but whether for better or worse is a matter of opinion.

Stage favourites will receive quite a number of "love" letters from admirers, but from their disclosures to the writer it would appear that the modern love letter has got a trifle more "slangy" in wording, and the appeal more unadorned.

"They contain little that could be described as 'vapid,'" said a popular actress, "and the endearing commendation is often more suggestive of comradeship than the deeper friendships. I was turning over a number of old love letters the other day, and I could not help being struck by the contrast."

POPULAR NOVELIST'S VIEWS

"Such words as 'Darling,' 'Babe,' 'Sweetest,' and those not names that figured so frequently in the hand-lettered and carefully written epistles are gone, and in their place we have 'Old Thing,' 'Paw,' 'Chummy,' and the youthfully expressive 'Chorio.'"

"If anyone should know anything of the love letter it should be the popular writer of sentimental stories, and Mr. Charles Garvice, whose remarkable sales have attracted much attention, gave his views to a *Daily Chronicle* representative. Mr. Garvice has just published another book, called 'The Girl I Love,' and its characteristic features, and the popular appeal it has already made challenge the idea that sentiment is no longer wanted."

"A love letter is one of the most precious things in the world," said Mr. Garvice, "whether it be the sincere outpouring of the heart, the anguished appeal for the love of the beloved one, or the insincere attempt to gain not a heart, but a fortune."

LOVE AND LITERATURE

"And the interest of the document does not depend on the culture or the illiteracy of the writer; indeed, in the latter case there is an additional pathos in the bad phrasing and the inaccurate spelling of the epistle."

"In history and in literature exist some exquisite specimens of the love letter; but I am inclined to think that the most effective one I have ever seen consisted of three lines, and badly spelt at that."

"Dear Sue,

I love you truly and I wish you would love me, do."

Yours ever and ever,

"Could there be a more direct appeal? It says everything; and if it did not win the heart of the recipient, it should have done so."

"A great deal of amusement was caused lately by the repetition of the 'love' in the letter of a young woman read in court. The amusement was misplaced. There is no more beautiful word in the English language, and I have a suspicion that nowadays it is used not too often, but too infrequently."

"After all, love is the most important thing in the world. An extravagant statement? (Consider it, and you will admit that I am right.)"

WHY A BARGE SWEARS

EXPERT VIEWS ON PROF. MURRAY'S THEORY

Professor Gilbert Murray's view that the use of bad language "is due to a slight nervous convulsion momentarily destroying self-control and releasing subconscious interests which are normally suppressed" is not supported by experts.

A recently demobilized sergeant-major, asked for his opinion recently, said that, obviously, the professor was not very well "sued" in his subject. "He wouldn't talk about 'nervous convulsions' and subconscious interests 'if he'd spent a few years in the Army. The Army easily holds the record for swearing. There may be men in civil life now who swear freely, but they would be the first to admit that they owe this to Army training. Well, the soldier doesn't swear because he has 'nervous convulsions.' His language is no less lurid when he is perfectly easy and cheerful than when he is annoyed. On the whole, in fact, I should say that he swears more elaborately when he is happy—when, say, he is telling a story—than when he is in a temper. 'Bad' language is the normal language of the Army."

THE BEST FELLOWS
"But it's perfectly harmless. It means nothing. I don't believe it has any degrading influence. The most lurid swearers are often the best fellows. They can easily drop it if they want to."

"It's difficult to say exactly why the soldier swears. Probably he swears because in the Army it's 'the thing.' The soldier likes to look on himself as something different from a civilian. So he has a language of his own—which he drops when he takes off his khaki."

A Thames barge-though he resented being considered an expert—said that he was quite unable to agree with Professor Murray. In his opinion there were times "when ordinary language wasn't good enough." When he swore, he swore because he meant it. He didn't know what the Professor meant by "the release of subconscious interests."

AS THE GOLFER SEES IT

"A golfer, with a handicap of 22, thought, on the contrary, that there might possibly be something in the Professor's explanation. It is true," he said, "that when watching my ball trickle into a bunker I have been conscious of a 'nervous convulsion' and I dare say that this may sometimes have led to my use of the word 'damn.' It is good to know that there is so scientific an explanation of, in my case, a distressingly frequent occurrence."

What a jockey said after reading Professor Murray's explanation is, unfortunately, not quite suitable for reproduction.

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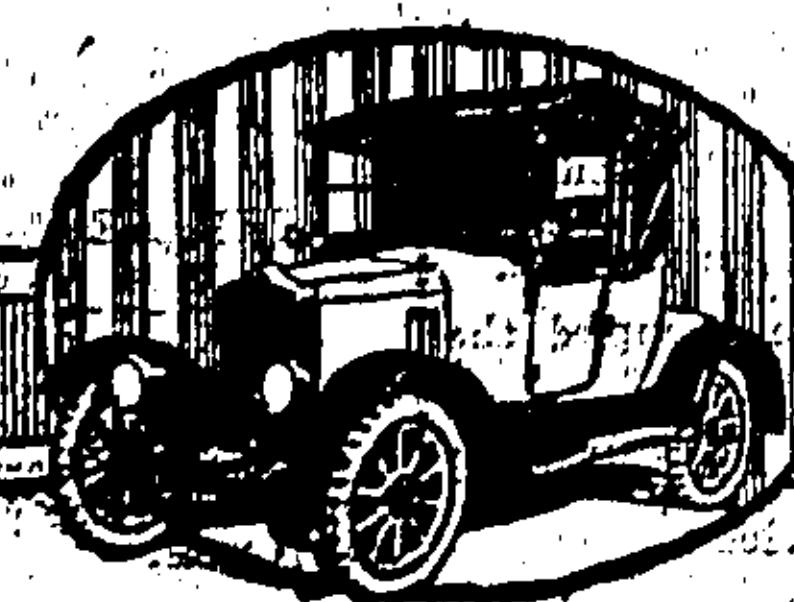
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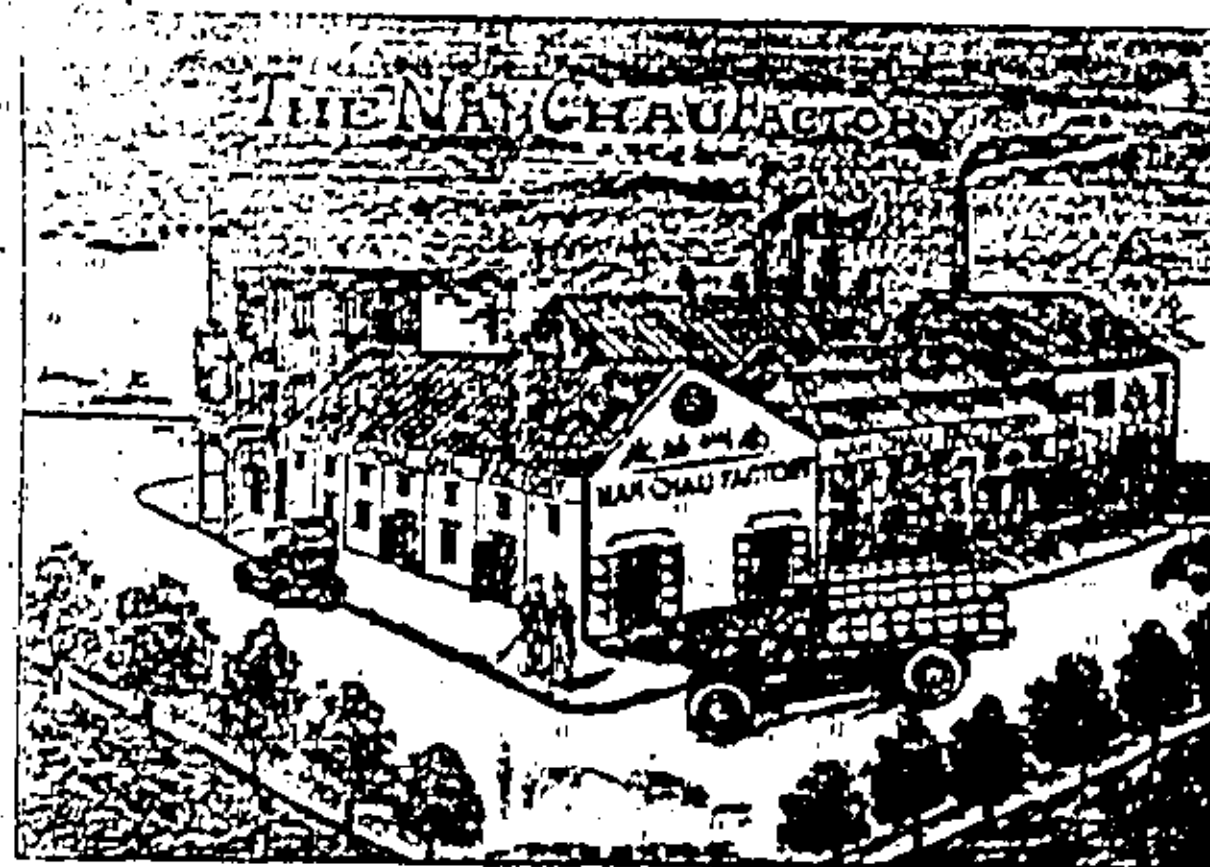
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ENGLAND'S TRIBUTE TO CAPT. FRYATT.

A NAVAL FUNERAL.

SERVICE AT ST. PAUL'S.

London, on July 31st, paid it tribute to the memory of Captain Charles Algernon Fryatt, the gallant master of the Great Eastern Railway Company's steamship *Brussels*, who was shot by the Germans at Bruges after his vessel had been captured. Through the crowded streets of the metropolis the body was borne on a naval gun-carriage drawn by blue-jackets to St. Paul's Cathedral, where a huge and representative congregation had assembled to mourn the sacrifice of the brave mariner. After the service the remains were interred in the churchyard of Upper Dovercourt, where Captain Fryatt had his home. It was on July 27th, 1918, that this British seaman was shot, a few hours after his trial and sentence and court-martial. His offence was that he had rammed an enemy submarine whilst taking his vessel across the North Sea. The place he holds in the hearts of his fellow-countrymen was abundantly shown by the demeanour of the huge crowds of people who witnessed the passing of the body. The train conveying the coffin and certain of the mourners reached Charing-cross from Dover at eleven o'clock.

Dense crowds had gathered outside the station. All traffic had been suspended for a quarter of an hour before the funeral train was due, and every window overlooking the station courtyard was occupied by a great, silent, respectful crowd, including many soldiers who stood to attention as the remains passed on their way to St. Paul's Cathedral, while civilians bared their heads. Inside the station only railway officials, representatives of public bodies, and a few privileged individuals were permitted. Captain Fryatt's brother, Mr. William Percy Fryatt, and his wife were the only relatives present.

Several beautiful wreaths awaited the remains at Charing-cross, in addition to those which were brought up by the funeral train. They included one of red carnations from Princess Louise, Duchess of Argyll, inscribed, "To honour a glorious and valiant defence." A tribute to the memory of a brave Englishman, from the Anglo-Belgian Empire, and another from the Captain Fryatt Lodge of the Royal and Ancient Order of Buffaloes (Newport Hotel, Middlesex).

A SOLEMN SCENE.

A solemn scene ensued when the train bearing the remains silently moved into the station and came to a standstill opposite the gun-carriage. The court presented arms, and the doors of the funeral carriage were thrown open. Blue-jackets brought out the coffin, which was covered with the Union Jack, and placed it on the gun-carriage. Princess Louise's wreath was laid on the coffin. Numerous other wreaths having been placed in a following horsed carriage, the pallbearers took their places on either side of the gun-carriage, while the escort reversed arms. To the strains of Chopin's "Marche Funbre," played by the band of the Royal Marines, the cortege left the station, and passed into the dense mass of spectators waiting to pay their last tribute of respect in Trafalgar Square and on the route to St. Paul's.

Headed by the band playing a slow march, the cortege passed out of the station in the following order: The naval escort, the gun-carriage and coffin, the representatives of the Seafarers' Joint Council, the relatives, the chairman, deputy-chairman, general manager, deputy manager, directors, and officers of the Great Eastern Railway, a detachment representing the Great Eastern Marine Department, a carriage with representatives of the Admiralty and War Office, the member for Harwich, representatives of the Board of Trade, members of the Anglo-Belgian Union, the Mayor and Deputy-Mayor of Dover, the Mayor and town clerk of Harwich, the chairman and secretary of the Imperial Merchant Guild, and representatives of the London Society of East Anglians.

In consonance with an officially expressed wish, all the victory flags along the line of route of the procession were lowered to half-mast, and the whole route was crowded by sightseers. The assembly at Charing-cross was particularly large, and included representatives of all classes. Windows and roofs were occupied by sightseers, among them being many Overseas troops. Soldiers in the crowd stood at attention and saluted as the gun-carriage with its burden-bled slowly past. The prevailing feature throughout the march to St. Paul's was the silence of the crowds.

SCENE IN ST. PAUL'S.

"Who is he that cometh, like an honour'd guest?" So sang the choir of Nelson might have asked from his shrine under St. Paul's cross of gold. With banner and with music, with soldier and with priest, Captain Fryatt's body was borne, with a great concourse of his countrymen gathered to do him the last honour, it came to the doors of the cathedral of our seamen. Change it may have been at first, something of dignity as the years went by, and now, omnipotent tradition make St. Paul's the temple of British seafaring. Under its dome lies "the greatest sailor since our world began." In its aisles stand the national monuments to Rodney, the first of admirals to "break the line of his enemy, who brought back victory to British arms in the darkest hour they have seen this 400 years; to Howe, the sailors' beloved "Black Dick," who won the day on "the glorious First of June"; to Duncan of Camperdown, to St. Vincent, and Nelson's Collingwood. "Now to the roll of muffled drums" came those bearing the body of a seaman who never hoisted an admiral's flag, the captain of a merchant ship, who, if he had lived in Nelson's day, when the wars of the sea were fought with divinity, would never have had to fear the fate which struck him down. But on sea and on land the German war was waged most fiercely against non-combatants, and it fell to the men of the merchant service to face all and more than all the dangers of the men in ships which could hit back. How they kept the red ensign flying England is not likely to forget, for if they had dined or dined England would now be a name for a starving vassal State. Captain Fryatt, working on the Harwich-Rotterdam run, had the worst risks to dare, and by his very courage and seamanship he made them worse for himself. When he sank a pirate sub-

marine he well knew what fate he was preparing for himself if ever he fell into German hands. One of his officers on the *Brussels* has told us how, when he was captured at last and taken into Zeebrugge, Captain Fryatt bade him good-bye in calm certainty that German rightfulness would not fail to do murder. But when he faced the firing party at Bruges Fryatt might have said, like the dying Nelson, "Thank God, I have done my duty." He had kept his red ensign on the sea, he had kept his ship at work. Who can doubt that the masters of sea warfare, the champions of the honour of the sea, for whose fame the cathedral of London is the shrine, welcomed Captain Fryatt as an honoured guest, not least of those who lived and died to set England above the tide of windy fate, and establish the freedom of the seas?

A ruthless deed has thus received tardy but just punishment. So said the proclamation in which Admiral von Schroder announced the murder of Captain Fryatt, and handed down his own name to the infamy of history. A photograph of that placard was printed before the Order of Service. The day will come when, not with the levity and brutality of Admiral von Schroder and those who carried out his orders, we must give our thoughts to "tardy but just punishment." It was not in our minds this day, not the punishment of rightfulness, not the vindication of human right, but honour to the man who died at the call of his sailor's duty, and gratitude to the sea captain who gave his life for his country, were the order of that service.

SPIRIT OF THE SERVICE.

Every rank and every degree of life, every calling in our complex society, found a place, and of right, for all that we have and are depends upon the sea. The King was represented by Captain Bryan Godfrey-Faust, R.N., the Prime Minister, the War Cabinet, all the great Departments of State, sent representatives, and the Lord Mayor was present. The Army and Navy claimed their places. Every phase of the great maritime industry of the country, shipowners, shipbuilders, dock authorities, officers of the Mercantile Marine, the grades of sailors and railwaymen, sent their appointed leaders. The Dominions, the Allies, and many a friendly State were represented. The city of Bruges sent a deputation of its own. A place of honour was duly given to the Great Eastern Railway Company, in whose service Captain Fryatt lived and died, and there was a long array of high officials from other railways.

While the congregation assembled the orchestra of the Great Eastern Railway Musical Society, a white mass of surplices, at the steps of the choir, made music. After Handel's "Largo" came Sullivan's "In Memoriam" overture, and then Purcell's noble and beautiful "When I am laid in earth," and, last of all, the solemn tones of Bach's "Meditation." It was a grey day, and the circle of lamps round the dome gleamed through a dim religious light. Beneath, lighted candles marked out the place where the body was to be laid. It was about noon when the band of the funeral procession was heard playing in the distance. Silence fell a moment, to be broken by soft organ music. Again the band was heard, and more loudly, and then again "silence in the great cathedral." The organ spoke faintly again, and far away down the nave the voices of the choir took up the strain singing "I am the Resurrection and the Life, saith the Lord."

The great western doors were open. Led by the cross, white-robed choir and clergy came up the nave, and after them, on the sturdy shoulders of seamen of war service, was borne the dead body of Captain Fryatt, covered with his country's flag and crowned with a wreath of red roses and white. On either side, carrying the pall, walked comrades of his own service, merchant captains. Under their dome with the candle-light falling golden upon the flag's red, white, and blue, the body was set down. Then orchestra and organ led the singing of that hymn which the master of the *Win* said, "College chorists, voices of Lykes's music, 'Eternal Father, strong to save.'"

The Psalm which followed was the 90th, "Lord, Thou hast been our refuge from one generation to another. Canst thou Simpson read from the pulpit the lesson, that passage from St. John's Gospel which tells how Martha, the sister of Lazarus, came to Christ and said, 'Lord, if Thou hadst been here, my brother had not died,' to be answered by the immortal promise, 'Thy brother shall rise again.' After the familiar, well-loved, prayers of hope and comfort came that hymn not less familiar, perhaps not less loved, "Abide with me," and then with a roll of drums organ and orchestra burst into the "Dead March" from *Bohemia*. The Bishop of London pronounced the Benediction. Again the sailors raised the dead man's body on their shoulders, and it was borne away on the journey to its last resting-place in his own country's ground. The music of Chopin's "Marche Funbre" mourned as it passed down the nave and away, and bugles answered to the echoing cathedral and to the spirits whose shrine it is, the "Last Post" for another of the sailors whose life and death are built into the strong walls that maintain their country.

LORD MAYOR'S TRIBUTE.

Leaving St. Paul's the procession reformed and proceeded to Liverpool-street by way of the Mansion House, passing through dense crowds of reverent people. At the Mansion House the Lord Mayor, in his robes with the Sheriffs, Colonel Sir Charles Wakefield, who specially accompanied the police-coach in order that he might pay respect to the gallant mariner's remains, Sir Alfred Newton, Colonel Cobbett, of the National Guard, and a number of other well-known City men, watched the passing of the cortege from the balcony until it disappeared out of sight into Threadneedle-street.

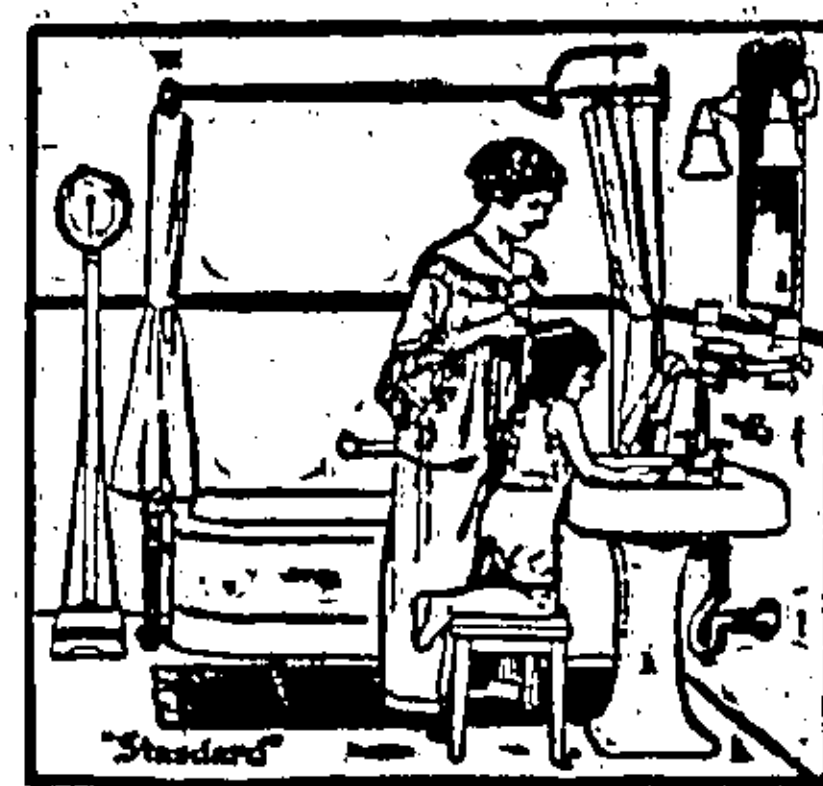
At Liverpool-street the crowd was so dense that movement of any kind amongst the pedestrians was impossible, the only clear space being that which was kept by the police for the passing of the procession. At the bottom of the decline just outside the western booking office a naval band was stationed, and played as the coffin was borne into the station through the booking hall, which was draped in British flag. The cortege consisted of members of the Great Eastern Railway marine service and of the Seafarers' Joint Council. A body of one hundred blue-jackets filed into the station just before the procession arrived, and formed up in front of the booking hall and the bookstall in double column, with arms reversed. In the meantime, a massed band composed of brass bands formed amongst the staff of the Great Eastern Railway at Ely, March, Norwich, Stratford, Bishopsgate, and other centres, played Handel's "Largo" and Chopin's "Marche Funbre." Colonel William Johnson Galloway, a director of the company, conducting. Every point of vantage in the station was crowded, and thousands watched the ceremony of the placing of the coffin in the carriage that had been reserved for it. This formed part of a train made up of eight carriages, and was the same in which only a few weeks ago the body of the martyred Nurse Cavell was taken to Norwich on its return from Belgium. The carriage was draped in white hangings. As the funeral procession turned on to the platform from the booking hall, the massed bands played Beethoven's Funeral March No. 1 in B minor, and continued to play until the blue-jackets who bore the coffin had placed it on its bier inside the carriage, the naval guard, preventing arms from the procession and on the platform were Lord Claud Hamilton (chairman) and Sir Allwyn Fiddes (deputy chairman), and the directors and chief officers of the Great Eastern Railway Company; the Mayor of Dover, wearing his chain of office covered with erape; the Bishop of Chelmsford, who delivered the address at the graveside, and many others, most of whom entered the train and journeyed to Dovercourt. As the train steamed slowly out of the station all heads were bared.

(Continued at foot of next column.)

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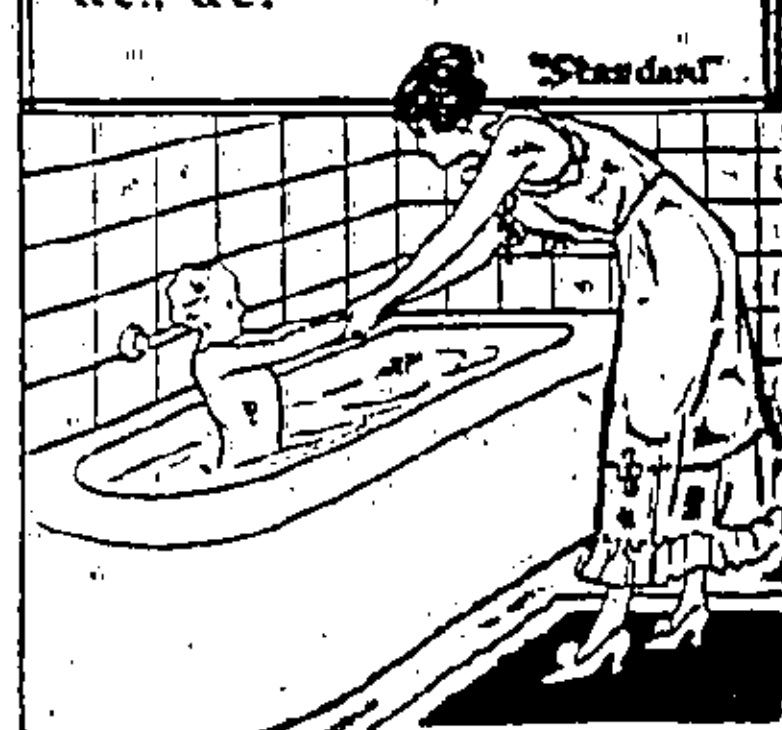
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THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

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STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	4th September	13th Oct.	22nd Oct.
KHIVA	23rd October	23rd Nov.	4th Dec.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	7th Sept.	25th Sept.

FOR

CALCUTTA VIA STRAITS & RANGOON.

Steamer	Leave Hongkong about	Due Calcutta about
ARRATOON APCAR	2nd Sept.	25th Sept.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS.	Leave Hongkong about

Tickets interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gossard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Vaux Road, Central, HONGKONG. Agents.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Kaula, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila) ... Friday, 19th Sept., at 11 a.m.
KATONI MARU (omitting Keelung) ... Tuesday, 14th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KAMO MARU ... Friday, 5th Sept., at Noon.
IYO MARU ... Friday, 19th Sept., at Noon.

MELBOURNE SYDNEY via Manila, Zamboanga, Thursday

TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.
NIKKO MARU ... Wednesday, 2nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU ... Wednesday, 3rd Sept.
HWAH-WU ... Middle of September.

CALCUTTA & RANGOON via Singapore & Penang.
YETOROFU MARU ... Monday, 15th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Sunday, 1st Sept., at 11 a.m.
AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINRYU MARU ... Tuesday, 2nd September.
SHIDZUKA MARU ... Wednesday, 3rd Sept., at 11 a.m.
KAGA MARU ... Thursday, 18th Sept., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

WAKASA MARU (London, Antwerp & Rotterdam) ... End of September.
TSUYAMA MARU (Marseilles & Liverpool) ... Thursday, 2nd Oct.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 224 & 223 S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

(Sailings from Hongkong—Subject to Change Without Notice)

Steamers	Tonnage	Leave Hongkong
PERSIA MARU	9,000	Aug. 28th.
KOREA MARU	10,000	Sept. 10th.
NIPPON MARU	11,000	Sept. 21st.
TENYO MARU	12,000	Oct. 2nd.
SIBERIA MARU	10,000	Oct. 10th. (from Yokohama)
SHINYO MARU	12,000	Oct. 23rd.

+ omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, ORU, BALBOA, CALLAO, ARIQUA, and SANTIAGO.

THENCE BY TRANS-ANDAMAN ROUTE TO BUENOS AIRES.

Steamers	Tonnage	Leave Hongkong
ANYO MARU	13,500	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,000	Jan. 9th, 1920.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports at Call to Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGU, Manager, 10 King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 20,000	On or about 23rd Aug.
	"PAUL LECAT" ... 22,000	On or about 23rd Sept.
	"SPHINX" ... 20,000	On or about 4th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID.

"ANDRE LEBON" ... 22,000 ... On or about 23rd Aug.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

SHANGHAI ... S.S. "BATAVIA" ... On or about 31st Aug.

For full particulars regarding sailings, etc., apply to—

J. TOURNET, Acting Agent, Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"ALASKA MARU" ... Monday, 1st September.
"ALASKA MARU" ... Saturday, 20th September.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Wednesday, 10th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Wednesday, 10th September.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"SHIBEN MARU" ... Monday, 1st September.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. & ADELAIDE.

"LUZON MARU" ... Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CANADA MARU" ... Monday, 1st September.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"SOSHU MARU" ... Thursday, 25th Aug., at 9 a.m.

For KEELUNG via SWATOW AND AMOY.

"AMAKUSA MARU" ... Sunday, 31st Aug., at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

10,000 tons 10,000 tons 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Sept. 11th. Oct. 1st.

[An unsurpassed high-class passenger service.]

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